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ENERGY AND WATER DEVELOPMENT APPROPRIATIONS FOR 2013

HEARINGS

BEFORE A

SUBCOMMITTEE OF THE

COMMITTEE ON APPROPRIATIONS
HOUSE OF REPRESENTATIVES
ONE HUNDRED TWELFTH CONGRESS
SECOND SESSION

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

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NOTE: Under Committee Rules, Mr. Rogers, as Chairman of the Full Committee, and Mr. Dicks, as Ranking Minority Member of the Full Committee, are authorized to sit as Members of all Subcommittees.

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Staff Assistants

PART 5

U.S. CORPS OF ENGINEERS
BUREAU OF RECLAMATION

Printed for the use of the Committee on Appropriations

PART 5—ENERGY AND WATER DEVELOPMENT APPROPRIATIONS FOR 2013

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ENERGY AND WATER DEVELOPMENT APPROPRIATIONS FOR 2013

WEDNESDAY, MARCH 7, 2012.

DEPARTMENT OF ENERGY—U.S. ARMY CORPS OF ENGINEERS

WITNESSES

JO-ELLEN DARCY, ASSISTANT SECRETARY OF THE ARMY FOR CIVIL WORKS, U.S. ARMY CORPS OF ENGINEERS

MAJOR GENERAL MERDITH "BO" TEMPLE, CHIEF OF ENGINEERS (ACTING), U.S. ARMY CORPS OF ENGINEERS

Mr. FRELINGHUYSEN. Good afternoon. I would like to call the hearing to order and I apologize to everybody for the lateness of our convening.

Our discussion today will be on the fiscal year 2013 budget request for the Civil Works Program of the U.S. Army Corps of Engineers. I would like to welcome our witnesses: Assistant Secretary of the Army for Civil Works Jo-Ellen Darcy and Acting Chief of Engineers Major General Bo Temple.

General, this will be your first appearance before this subcommittee in your capacity as the acting commanding general of the Corps of Engineers. Of course, you have been here on many other occasions.

General TEMPLE. Yes, sir.

Mr. FRELINGHUYSEN. I understand or we understand that you will be retiring later this year after more than 37 years of service. You have had a long and impressive tenure both domestically and internationally and we would like to personally thank you for your service to our Nation both here at home and on many occasions abroad and particularly during wartime and may I echo those sentiments to all of you in uniform for your service at home and abroad and I know in an area of multiple deployments that the engineers are a very critical part of a lot of what we do. Often, people are not aware of all the underpinnings that it takes to get from point A to point B and the Corps has done a remarkable job over the years and may I say your civilian counterparts have also put their lives at risk and there have been many hundreds, probably thousands that have done that certainly for many, many decades, but particularly in these rough times, we want to acknowledge first and foremost that particular service, and I think I speak on behalf on the entire committee.

Unfortunately, despite my compliments, both you, General, and Secretary Darcy will be on the receiving end of some of the frustration on our part today that the administration is once again to my mind avoiding some of the tough choices necessary to provide adequate resources for your critical missions. Perhaps, may I say, assuming that Congress will do it instead, and oftentimes we step up to the plate, while the same process happens year after year, administration after administration, the disconnect between annual funding levels and the budget request level makes it a challenging job even more so for the military and civilian professionals, and I add the extra emphasis, professionals of the Corps who serve the interest of our Nation so well.

And this has, indeed, been a challenging year for the Nation and for the Corps. The floods of 2011 devastated large swaths of the Midwest, South, and Northeast, and there was loss of life and considerable property damage. The Corps had to make some tough decisions, decisions that at times were very controversial. This committee worked hard to ensure that you had the necessary resources to protect public safety and guard against future floods. I hope and we expect and we expect today you will be able to give us an update on how these efforts are proceeding, but on behalf of many members of Congress who benefit from your work, again, I would like to thank you for the work that you do under some pretty extraordinary circumstances and sometimes the decisions are not easy, they are controversial, they are maddening because they are based on your best professional recommendations.

As you know, I firmly believe that the projects and activities of the Corps of Engineers are necessary for a robust and thriving economy. The administration, to my mind, has grossly underfunded you again this year. The request before us undermines even to some our great concerns to end safety programs, which are incredibly important. However financially limited we find ourselves each year, we must find the right balance of investments into our most critical infrastructure needs, with an eye towards those that protect our Nation, support and improve our economy, and, yes, provide jobs. Congress partially addressed this problem last year by providing $429 million of additional non-emergency resources to fill holes that the administration created in such critical programs as dredging and flood control.

We also directed you to report back precisely on which projects you would prioritize for funding and why. And now, at times, it appears the Corps refuses to provide us with the transparency we need to know on how it makes its funding decisions. This is, to my mind, a disregard of congressional direction and is quite honestly not acceptable. If we are going to have any confidence that the right balance of investments are being achieved, the administration just should stop making decisions without providing, I think, adequate and full rationale.

Again, I would like to welcome our witnesses to the subcommittee. Secretary Darcy, please ensure that the hearing record, questions for the record, and any supporting information requested by the subcommittee are delivered in final form to us no later than four weeks from the time you receive them. Members who have additional questions for the record will have until the close of business tomorrow to provide them to the subcommittee office.

With that, I will turn to Mr. Pastor for any opening comments he may have.

[The information follows:]

OPENING STATEMENT
The Honorable Rodney Frelinghuysen
Chairman, Energy and Water Development Subcommittee
House Committee on Appropriations

Hearing on U.S. Army Corps of Engineers, Civil Works
FY 2013 Budget Request
March 7, 2012

I'd like to call this hearing to order. Good afternoon, everyone. Our discussion today will be on the fiscal year 2013 budget request for the civil works program of the U.S. Army Corps of Engineers.

I'd like to welcome our witnesses, Assistant Secretary of the Army for Civil Works Jo-Ellen Darcy and Acting Chief of Engineers Major General Bo Temple.

General, this will be your first appearance before this subcommittee in your capacity as the Acting Commanding General of the Corps of Engineers. I understand you will be retiring later this year after more than 37 years of service. You've had a long and impressive tenure, both domestically and internationally, and I'd like to personally thank you for your service to the nation both here at home as well as abroad in wartime.

Unfortunately, both you and Secretary Darcy will be on the receiving end of some frustration on my part today. The Administration is once again avoiding the tough choices necessary to provide adequate resources for your critical missions, perhaps assuming that Congress will do it instead. While this same process happens year after year, Administration after Administration, the disconnect between annual funding levels and the budget request level makes a challenging job even more so for the military and civilian professionals of the Corps who serve the interests of this nation so well.

And this has been a challenging year for the nation and for the Corps. The floods of 2011 devastated large swaths of the Midwest, South, and Northeast. The Corps had some tough decisions to make, decisions that were at times controversial. This

Committee worked hard to ensure you have the necessary resources to protect public safety and guard against future floods. I expect you'll be able to give us an update today on how those efforts are proceeding.

As you know, I firmly believe that the projects and activities of the Corps of Engineers are necessary for a robust and thriving economy. The Administration has grossly underfunded you again this year – the request before us underfunds even dam safety programs!

However financially limited we find ourselves each year, we must find the right balance of investments into our most critical infrastructure needs, with an eye towards those that protect our nation, and support and improve our economy, and yes, provide jobs! Congress partially addressed this problem last year by providing $429 million of additional non-emergency resources to fill holes that the Administration created in such critical programs as dredging and flood control.

We also directed you to report back precisely on which projects you would prioritize for funding, and why. Now, the Corps refuses to provide us with the transparency we need to understand how it makes its funding decisions. This disregard of congressional direction is simply unacceptable. If we're going to have any confidence that the right balance of investments is being achieved, the Administration must stop making decisions without providing full rationale.

Again, I'd like to welcome our witnesses to the subcommittee. Secretary Darcy, please ensure that the hearing record, questions for the record, and any supporting information requested by the Subcommittee are delivered in final form to us no later than four weeks from the time you receive them. Members who have additional questions for the record will have until close of business tomorrow to provide them to the Subcommittee office.

With that, I'll turn to Mr. Pastor for his opening comments.

Mr. PASTOR. Mr. Chairman, I just want to inform the people here that Congressman Visclosky is not present as ranking member because of a death in his family. And that being the case, Mr. Chairman, I will ask unanimous consent to submit his statement for the record, and I thank all of you for being here and I look forward to hearing your testimony.

Mr. FRELINGHUYSEN. Okay, thank you.

[The information follows:]

Opening Statement at Hearing on Army Corps of Engineers FY13 Budget

March 7th, 2012

Submitted on Behalf of Subcommittee Ranking Member Rep. Peter Visclosky

Assistant Secretary Darcy and General Temple, we appreciate you appearing before the Subcommittee this afternoon.

I am sure everyone in the room is aware that the last twelve months have been very busy for the Corps. In addition to its planned and budgeted projects, much of the cleanup and reconstruction responsibilities stemming from the significant flooding events in the Mississippi and Missouri River Basins fell upon the Corps. There was also the response to the widespread flooding in the Northeast from Hurricane Irene. And, I would be remiss if I did not highlight that the Corps played a major role in the disaster recovery efforts from the devastating tornados that struck Missouri and Alabama. I mention these events to point out the important and vital function that the Corps plays in our nation's ability to prevent and respond to natural disasters. And I know that many people on this dais and throughout the country are very thankful for the Corps efforts in this regard.

However, I also bring up these events to draw attention to the significant financial cost borne by the Corps, and ultimately the taxpayer, both in the initial response and in the long-term reconstruction efforts. While it is impossible to entirely prevent some natural disasters, I believe that many are exacerbated by the dramatic underinvestment in our nation's infrastructure. We need to make preventative and proactive investments because in almost every circumstance, it makes more fiscal sense to prevent a disaster than to respond. Hurricane Katrina is a prime example of this adage. Additionally, businesses and individuals are much more likely to invest in a community if there is confidence in its infrastructure. By now, everyone has probably heard me cite the American Society of Civil Engineers 2009 Report Card that gave the U.S. a D or D- grade in every water related category. This grade must improve if we want our economy to rebound.

So, needless to say, I am frustrated that the Corps FY 2013 budget requests $271 million or 5.4 percent less than the FY 2012 enacted level. I had hoped that this budget would reflect the lessons learned from the prior year and begin to make sound infrastructure investments, lessening the humanitarian and fiscal repercussions of natural disasters. Instead it will be up to Congress to again augment the Corps inadequate request, but even then, this subcommittee's allocation will probably not allow it to make a significant dent, if any, in this shortsighted budget.

Further, in a constrained budget environment, the Corps must carefully examine the policies and processes that govern how it does business, from cost estimating, highlighted by the recent upward revisions to the total project cost of Olmstead Lock and Dam, to Division and Headquarters oversight. I am confident that more attention in these areas would be beneficial to the business processes and your credibility as an agency.

Finally, as a Great Lakes legislator, I would like to take this opportunity to commend the Corps on its robust request to support initiatives to prevent the spread of Asian carp. There is no question that we must continue to be proactive in finding a long-term and sustainable solution to the threat posed by invasive species and this budget request reflects that. I hope your testimony will touch upon the Corps efforts on this front and the progress being made on the Great Lakes and Mississippi River Interbasin Study.

I look forward to your testimony and thank the Chairman for the time.

Mr. FRELINGHUYSEN. Secretary Darcy, welcome. Thank you very much for being here.

Ms. DARCY. Thank you, Mr. Chairman and distinguished Members of the Subcommittee. Thank you for the opportunity today to present the President's Fiscal Year 2013 Budget for the Civil Works Program on the Army Corps of Engineers. I am Jo-Ellen Darcy, Assistant Secretary——

Mr. FRELINGHUYSEN. Madam Secretary, if you could move maybe the mic——

Ms. DARCY. Closer.

Mr. FRELINGHUYSEN [continuing]. A little closer to you.

Ms. DARCY. Okay.

Mr. FRELINGHUYSEN. And maybe move it down.

Ms. DARCY. Down.

Mr. FRELINGHUYSEN. A little bit.

Ms. DARCY. Is that better?

Mr. FRELINGHUYSEN. Great, thank you.

Ms. DARCY. I would like to summarize remarks and ask that my complete statement be included in the record.

Mr. FRELINGHUYSEN. Consider it done. Thank you.

Ms. DARCY. The 2013 budget for the Civil Works Program reflects the Administration's priorities through targeted investments in the Nation's water resources infrastructure, including dams and levees to address flood risks, navigation investments, and support of both domestic and global trade, restoration of major ecosystems affected by past water resources development and support of Administration initiatives such as America's Great Outdoors and the Clean Water Framework. The budget provides $4.7 billion for the Army Civil Works Program. This represents a reduction of $270 million or about 5 percent from the 2012 enacted level, but it is a $100 million increase above the President's 2012 budget.

The 2013 budget reflects a considered and effective use of the Nation's financial resources that will yield high economic and environmental returns and address significant risks to public safety. The 2013 budget focuses on investments in the three main Civil Works mission areas: commercial navigation, flood risk management, and aquatic ecosystem restoration. These investments will generate American jobs, contribute to a stronger economy, improve reliability and efficiency of waterborne transportation, reduce flood risks to businesses and homes, and address the need to restore important aquatic ecosystem benefits.

The budget also supports programs that contribute to the protection of the Nation's waters and wetlands, the generation of low-cost, renewable hydropower, the restoration of certain sites contaminated as a result of the Nation's early Atomic Weapons Development Program, emergency preparedness and training to respond to natural disasters, and recreation, environmental stewardship and water supply storage at existing projects owned or operated by the Corps.

The Administration is considering proposals to serve as the foundation of a comprehensive water resources infrastructure modernization initiative which will help the Federal government support 21st century water resources infrastructure, manage the Nation's aging infrastructure, and restore aquatic ecosystem functions affected by past investments. In doing so, the Administration will continue to collaborate with Congress and the many stakeholders whose interests are tied to the Nation's water infrastructure, including states, local, and tribal governments.

The budget funds a number of activities to completion, including 5 flood risk management projects, 3 navigation projects, 1 hydropower mitigation project, and 18 studies. The Civil Works' budget includes funding for three high-performing construction new starts, six study new starts, and a new activity in the Operation and Maintenance account to reduce the vulnerability of Civil Works' projects to extreme natural events.

With the funding for the Floodplain Management Services Program, $3 million is recommended to evaluate the potential for, and encourage the use of, nonstructural alternatives during post-disaster recovery decision-making. With these funds, the Corps would leverage the expertise of intergovernmental teams known as Silver Jackets to support states and communities in the development and implementation of actions to reduce flood risks.

The budget also includes a high level of investment in support of domestic and global waterborne transportation, especially at coastal ports that support the greatest national economic activity. It provides for the use of $848 million from the Harbor Maintenance Trust Fund to maintain our coastal channels and harbors. This is a 12 percent increase over the 2012 budget and the highest amount ever budgeted for use of receipts in this trust fund.

Inland waterway capital investments in the construction account are funded at $195 million, of which $95 million will be derived from the Inland Waterways Trust Fund. This is the amount that is affordable within the projected level of trust fund revenues under existing law.

Last September, President Obama transmitted to Congress a proposal to modernize financing of capital investments on the inland waterways through establishing a new vessel-user fee to supplement the existing tax. The Administration will continue to work with Congress and stakeholders to enact a mechanism to increase revenues to this trust fund in order to enable a significant increase in funding for high-performing inland waterway capital investments in the future.

The 2013 budget includes $493 million for dam and levee safety activities, including interim risk reduction measures designed to immediately mitigate risk at the highest risk dams. This amount includes $41 million to continue the comprehensive levee safety initiative to assess the conditions of Federal levees and help ensure that they are safe.

The Army continues to work to modernize the Civil Works Planning Program. Proposed changes are aimed at dramatically shortening the time and the cost for completion of our preauthorization studies while retaining the quality of the analysis.

The budget, again, includes $3 million for the Veterans Curation Program, which provides vocational rehabilitation and innovative training for wounded and disabled veterans, while achieving historic preservation responsibilities for our archeological collections that are administered by the Corps. The program supports work by veterans at curation laboratories located in Augusta, Georgia; in

St. Louis, Missouri; and here in Washington, D.C. This program will contribute to the goals of the President's recently announced Veterans Job Corps.

In summary, the 2013 budget for the Army Civil Works Program is a fiscally prudent, appropriate level of investment that will generate jobs, contribute to a stronger economy, and continue progress on important water resources investments that will yield long-term returns for the Nation and her citizens.

Mr. Chairman and Members of the Subcommittee, I look forward to working with you in support of the President's budget and I thank you.

[The information follows:]

DEPARTMENT OF THE ARMY

COMPLETE STATEMENT

OF

THE HONORABLE JO-ELLEN DARCY
ASSISTANT SECRETARY OF THE ARMY
(CIVIL WORKS)

BEFORE

THE COMMITTEE ON APPROPRIATIONS
SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

UNITED STATES HOUSE OF REPRESENTATIVES

ON

THE ARMY CIVIL WORKS PROGRAM

FISCAL YEAR 2013

MARCH 7, 2012

Mr. Chairman and distinguished members of the Subcommittee, thank you for the opportunity to present the President's Budget for the Civil Works program of the Army Corps of Engineers for Fiscal Year (FY) 2013.

OVERVIEW

The FY 2013 Budget for the Civil Works program reflects the Administration's priorities through targeted investments in the Nation's water resources infrastructure, including dams and levees, navigation investments in support of both domestic and global trade, restoration of ecosystems affected by past water resources development, and support of Administration initiatives such as America's Great Outdoors and the Clean Water Framework. These investments will generate American jobs, contribute to a stronger economy, improve reliability and efficiency of waterborne transportation, reduce flood risks to businesses and homes, and provide low-cost renewable hydropower. In addition, investment in the restoration of significant aquatic ecosystems and the remediation of sites associated with the Manhattan Project of the 1940s will not only provide important benefits, but also support jobs.

The primary objectives of the Budget are as follows:

- Focus funding on water resources investments that will yield high economic and environmental returns or address a significant risk to public safety.

- Support commercial navigation through maintenance and related activities at the most heavily used commercial harbors and waterways in the Nation.

- Modernize financing of capital investments on inland waterways by establishing a new user fee.

- Restore large ecosystems such as the California Bay-Delta, Chesapeake Bay, the Everglades, Great Lakes, and Gulf Coast.

- Invest in improvements to the Corps regulatory program that will provide greater efficiency, providing benefits to businesses and more protection to regulated wetlands and small streams.

- Provide significant funding for dam and levee safety, including interim risk reduction measures designed to immediately mitigate risk at the highest risk dams, and continue funding to advance the Corps' national levee safety initiative to help improve the safety of Federal levees and to provide available levee data on levee safety issues to non-federal entities.

- Support the modernization of Federal water resources infrastructure processes to address 21st Century water resources needs through improvements to policies and procedures that govern Federal water resources development and strategies for both managing the Nation's aging infrastructure and restoring aquatic ecosystem functions affected by past investments.

- Increase the organizational efficiency and improve the management, oversight, and performance of ongoing programs.

The Budget funds the planning, design, construction, operation and maintenance of projects, and focuses on the three main Civil Works mission areas: commercial navigation, flood and storm damage reduction, and aquatic ecosystem restoration. The Budget also supports programs that contribute to the protection of the Nation's waters and wetlands; the generation of low-cost renewable hydropower; the restoration of certain sites contaminated as a result of the nation's early atomic weapons development program; emergency preparedness and training to respond to natural disasters; and recreation, environmental stewardship, and water supply storage at existing projects owned or operated by the Corps.

FY 2013 DISCRETIONARY FUNDING LEVEL

The Budget for FY 2013 for the Civil Works program provides a fiscally prudent, appropriate level of investment in the Nation's water resources infrastructure and in the restoration of its aquatic ecosystems.

In keeping with President Obama's commitment to put the country on a sustainable fiscal path, while continuing to invest in those efforts that are a priority for the Nation, the Budget includes $4.731 billion in discretionary appropriations for the Army Civil Works program. This represents a reduction of $271 million, or about 5%, from the 2012 enacted level, but is a $100 million above the President's FY 2012 Budget. The FY 2013 funding level reflects a considered, practical, effective, and sound use of the Nation's financial resources.

Within the $4.731 billion recommended appropriations, $1.47 billion is for projects in the Construction account, and $2.398 billion is for activities funded in the Operation and Maintenance (O&M) account. The Budget also includes $102 million for Investigations; $234 million for Mississippi River and Tributaries; $30 million for Flood Control and Coastal Emergencies; $205 million for the Regulatory Program; $104 million for the Formerly Utilized Sites Remedial Action Program; $182 million for the Expenses account; and $5 million for the Office of the Assistant Secretary of the Army for Civil Works. Attachment 1 shows this funding by account and program area.

The FY 2013 Budget continues the Army's commitment to a performance-based approach to budgeting to provide the best overall return from available funds from a national perspective in achieving economic, environmental, and public safety objectives. Competing investment opportunities for studies, design, construction, and operation and maintenance were evaluated using multiple metrics, and objective performance criteria guided the allocation of funds.

The FY 2013 Budget supports investments in commercial navigation, flood risk management, aquatic ecosystem restoration, and other programs. The distribution of funding among these programs is similar to the distribution in the FY 2012 Budget, except for an 11% increase in investments in support of waterborne transportation. Of the total in the FY 2013 Budget, 30 percent is allocated to flood risk management activities; 37 percent is allocated to commercial navigation; and 33 percent to environmental, hydropower, and other activities. Five flood risk management projects, three navigation projects, one hydropower project, and 18 studies are funded to completion in this Budget.

NEW INVESTMENTS IN FY 2013

The Civil Works budget includes funding for three high-performing construction new starts and six new study starts, and a new activity to focus on reducing the vulnerability of Civil Works projects to extreme natural events.

In the Construction account, parallel to the recommendation for FY 2012, the budget includes $7.5 million for the Hamilton City project in California, which will provide environmental restoration and flood damage reduction benefits in the Bay-Delta area; $16.8 million for the Louisiana Coastal Area Ecosystem Restoration program, a nationally significant and urgent effort to both restore habitat and protect the important Louisiana Gulf region from the destructive forces of storm driven waves and tides, which will complement the ongoing Federal effort under the Coastal Wetlands Planning, Protection, and Restoration Act, as amended; and $2 million for the Lower Colorado River Basin, Onion Creek, Texas, project, which will significantly reduce the risk of flood damages using non-structural solutions.

There are six new studies in the Investigations account, five of which were recommended in FY 2012. These six studies are: an important new reconnaissance study for fish passage at Englebright and Daguerre Point Dams on the Yuba River in California for $100,000; environmental restoration and flood damage reduction at Cano Martin Pena in Puerto Rico for $100,000; the Chesapeake Bay Comprehensive Plan for $250,000; the Louisiana Coastal Area Comprehensive Plan for $100,000; the national Water Resources Priorities Study for $2 million. The FY 2013 Budget also includes $100,000 for a new study of the Houston Ship Channel, Texas.

The Water Resources Priorities Study will establish a baseline assessment of the Nation's flood risks on both national and regional scales, improve existing programs, and reduce future costs by focusing on which ongoing and future investments will best reduce flood risks. The $8 million for new line-item called Reducing Civil Works Vulnerability in the Operation and Maintenance account will aid the Corps in creating a more robust Civil Works infrastructure.

Within the Floodplain Management Services Program, $3 million is recommended to evaluate the potential for and encourage the use of nonstructural alternatives and actions during post-disaster recovery decision-making. With these funds, the Corps would leverage the expertise of intergovernmental teams known as Silver Jackets to provide selected technical services and support States and communities in the development and implementation of actions to reduce flood risks, with an emphasis on nonstructural alternatives.

INFRASTRUCTURE MODERNIZATION

The Administration is developing and considering proposals to serve as the foundation of a comprehensive water resources infrastructure modernization initiative, which will help the Federal government support a 21^{st} century water resources infrastructure. In considering and developing these new policies, procedures, and strategies, the Administration will continue to engage and collaborate with Congress and the many stakeholders whose interests are tied to the Nation's water infrastructure, including State, local, and Tribal governments.

NAVIGATION

The Budget includes a high level of investment in support of domestic and global waterborne transportation, especially at coastal ports that support the greatest national economic activity. On the inland waterways, the Budget focuses on maintaining reliable service at those waterways with a high level of commercial use, specifically, the Lower Mississippi River, Ohio River, Upper Mississippi River, Gulf Intracoastal Waterway, Illinois Waterway, Tennessee River, and the Black Warrior Tombigbee Waterway. Funding to operate and maintain the Mississippi River, Baton Rouge to the Gulf project is $82 million, a significant increase above the $68 million requested for FY 2012.

The Budget provides $68 million to continue deepening the New York and New Jersey Harbor project in order to complete construction by FY 2014. The Budget also includes $38 million to construct dredge material placement sites at several deep draft ports to provide additional capacity for the maintenance of these projects in the future. It provides $12 million to continue studies and designs at coastal ports, including several proposals to deepen existing channels to accommodate Post-Panamax commercial shipping.

The Budget also provides for use of $848 million from the Harbor Maintenance Trust Fund to maintain coastal channels and harbors. This is a 12% increase over the FY 2012 Budget and the highest amount ever proposed in a President's Budget for use of receipts in the Harbor Maintenance Trust Fund.

Inland waterway capital investments are funded at $195 million, of which $95 million will be derived from the Inland Waterways Trust Fund. This is the amount that is affordable within the projected level of revenue to this trust fund under existing law. In

September 2011, as part of his Jobs Bill proposal, President Obama transmitted to Congress a proposal to modernize financing of capital investments on the Nation's inland waterways. The proposal includes increasing the revenue paid by commercial navigation users sufficiently to meet their share of the costs of capital development activities financed from the Inland Waterways Trust Fund. A new vessel user fee would supplement the existing fuel tax. The Administration will continue to work with Congress and stakeholders to enact such a mechanism to increase revenue to this trust fund, in order to enable a significant increase in funding for high-performing inland waterway capital investments in the future.

FLOOD RISK MANAGEMENT

Through both structural and non-structural measures, the flood risk management program serves as a vehicle to reduce the risk to human safety and property from riverine and coastal flooding. The FY 2013 budget includes $493 million that is directed at dam safety, including interim risk reduction measures designed to immediately mitigate risk at the highest risk dams.

This amount includes $41 million to continue the comprehensive levee safety initiative to assess the conditions of Federal levees and help ensure that they are safe. These funds will also enable the Corps to better assess and communicate risk, for example, by providing information that will assist non-federal entities in identifying safety issues with their levees. The Corps will be conducting levee inspections and levee risk screenings, adding to the data in the national levee inventory, and providing the available levee data to communities for their use in gaining accreditation under the Federal Emergency Management Agency's National Flood Insurance Program.

AQUATIC ECOSYSTEM RESTORATION

The FY 2013 Budget reflects a continuing effort by the Corps and other Federal agencies to collaborate developing a unified budget proposal, which reflects the Nation's priorities for restoring its most significant aquatic ecosystems. Attachment 2 provides a list of these ecosystems and the Corps funding amounts budgeted on this basis.

The Budget for the Army Civil Works program provides $161 million to efficiently fund the ongoing South Florida Ecosystem Restoration Program, which includes the Everglades, consisting of $153 in the Construction account and $8 million in the Operation and Maintenance account. It also supports several major ecosystem-wide initiatives, by providing a total of $81 million in the aquatic ecosystem restoration program in support of the Federal efforts in the California Bay-Delta, Chesapeake Bay, the Great Lakes, and the Gulf Coast.

The Budget includes $98 million for the Columbia River Fish Mitigation program, an ongoing effort to reduce the adverse impacts of a series of Corps dams on migrating salmon. Funds will be used to construct juvenile fish bypass facilities, improve adult fish ladders and conduct other activities that support salmon habitat. The Budget also provides $90 million for ongoing work under the Missouri River Fish and Wildlife Recovery program to construct shallow water habitat and undertake other activities to recover and protect Federally-listed species, such as the pallid sturgeon.

PLANNING IMPROVEMENTS

The Army continues to work to modernize the Civil Works Planning Program to better address the current and future water resources needs of the Nation. The Army has undertaken an aggressive review of all ongoing, protracted feasibility studies to assure that studies are scoped appropriately and to focus limited resources on studies with the highest probability of leading to high performing projects. Proposed changes are aimed at dramatically shortening the timeframe for completion of pre-authorization studies while retaining the quality of the analyses, reducing the cost of conducting planning studies, and increasing Corps corporate and individual accountability for decisions.

The FY 2013 Budget includes $4 million for the national Planning Support Program. These funds will be used to improve training of Corps planning personnel, including through the Planning Associates Program; support development and implementation of revisions to the Water Resources Principles and Guidelines in accordance with requirements in the Water Resources Development Act of 2007 (Sec 2031, PL 110-114); and provide for more stable, capable national planning centers of expertise.

REGULATORY PROGRAM

The Budget includes $205 million for the Regulatory Program, which is a $9 million increase above the FY 2012 Budget. This funding increase is one of the Army's priorities. It will support a transparent and timely permit review process, bringing greater program efficiency and customer service. It will enable the Corps to better protect high-value aquatic resources, enable more timely business planning decisions, and support sustainable economic development.

VETERANS CURATION PROJECT

The FY 2013 Budget includes $3 million to continue the Veterans Curation Project, which provides vocational rehabilitation and innovative training for wounded and disabled veterans, while achieving historical preservation responsibilities for archaeological collections administered by the Corps. The project supports work by veterans at curation laboratories located in August, Georgia; St. Louis, Missouri; and Washington, D.C. This project will contribute to the goals of the President's recently announced Veterans Job Corps.

AMERICAN RECOVERY AND REINVESTMENT ACT

The American Recovery and Reinvestment Act provided $4.6 billion for the Civil Works program. That amount includes $2 billion for Construction; $2.1 billion for O&M; $375 million for Mississippi River and Tributaries; $25 million for Investigations; $25 million for the Regulatory Program; and $100 million for the Formerly Used Sites Remedial Action Program. The Corps applied ARRA funds to more than 800 projects across the Nation.

The Army is proud to report that 99.8% of the ARRA appropriations for Civil Works are obligated, and more than 87% of the funds have been outlayed to date. These investments helped create or maintain direct construction industry jobs, jobs in firms supplying or supporting construction work and the businesses that sell goods and services to these workers and their families.

CONCLUSION

In summary, the President's FY 2013 Budget for the Army Civil Works program is a performance-based budget that supports continued progress on important water resources investments that will yield long-term returns for the Nation and its citizens.

These investments will generate jobs, contribute to a stronger economy, support waterborne transportation, reduce flood risks to businesses and homes, provide low-cost renewable hydropower, restore important ecosystems, and deliver other benefits to the American people.

Mr. Chairman and Members of the Subcommittee, I look forward to working with this Subcommittee in support of the President's Budget. Thank you.

Mr. FRELINGHUYSEN. Madam Secretary, thank you very much, and I failed to recognize that Major General Michael Walsh is here. Thank you for being on the dais. And Mark Mazzanti, as well, thank you for being here, and to all the division commanders, thank you for being here. Historically, you have been here and all of us want to share our appreciation for the work that you do each and every day.

Major General Bo Temple.

General TEMPLE. Thank you, Mr. Chairman and Members of the subcommittee. I am honored to be here with Ms. Darcy to testify regarding the President's Fiscal Year 2013 Budget for the Civil Works Program, but before I begin, I would like to introduce the commanders present. First, Brigadier General Margaret Burcham from the Lakes and Rivers Division, Major General John Peabody, Mississippi Valley Division——

Mr. FRELINGHUYSEN. Ms. Emerson mentioned your name as I went over here. Congresswoman Emerson, yes.

General TEMPLE. Colonel Chris Larsen, North Atlantic Division; Brigadier General John McMahon from Northwest; and also here in the audience is Mr. Steve Cary representing our Research and Development Directorate. And then here to my left is Brigadier General Rick Stevens, Pacific Ocean Division; Major General Todd Semonite, South Atlantic Division. Colonel promotable to be Brigadier General next week is Mike Wehr from South Pacific Division and then Brigadier General Tom Kula from Southwestern Division.

Mr. FRELINGHUYSEN. We are honored to have them all here. It is good to know you brought a promotable with you.

General TEMPLE. Thank you, sir. And, finally, not here today is Major General Ken Cox, who commands our Transatlantic Division in Winchester that provides all of our engineer support to Central Command.

The Corps is wrapping up an unprecedented period of construction and project execution. Over the past 5 years, we have provided $12 billion in BRAC-related construction, $7 billion of American Recovery and Reinvestment Act work in our military and Civil Works Programs combined, and about $14 billion of Gulf Coast recovery work.

In 2011, over 2,000 Corps employees deployed in response to multiple disasters, including Midwest tornadoes and flooding in the Missouri, Mississippi, Ohio, and Souris River basins, and also throughout the Northeast due to Hurricane Irene and Tropical Storm Lee. The systems performed as designed, saving lives and preventing billions in damages. However, as you are aware, many projects were damaged and we are currently working to address these systems using $1.7 billion that Congress appropriated for this purpose.

The fiscal year 2013 budget includes a $4.7 billion total to fund civil works activities within the Corps' three main water resources missions: commercial navigation, flood risk management, and aquatic ecosystem restoration. The budget includes $102 million for these and related activities in the Investigations account and $1 million in the Mississippi River and Tributaries account. It funds 81 studies and 6 new studies. It also includes $10 million for work on proposals to deepen 7 U.S. ports. The budget includes $1.47 billion in the Construction account and $99 million in the MR&T account, funding 101 construction projects, including 57 flood and coastal storm damage reduction projects, 5 are budgeted for completion, 23 commercial navigation projects, 19 ecosystem restoration projects, and mitigation associated with 2 of our hydropower plants.

The Operation and Maintenance account includes $2.53 billion and an additional $134 million under the MR&T Program with a focus on the maintenance of key commercial navigation, flood and storm damage reduction, hydropower projects and other facilities. The Corps will continue to implement actions to improve its planning program performance through planning modernization efforts focusing on how we best can modernize the planning program to more effectively address water resources challenges. The Corps always strives to improve its efficiency and effectiveness.

In fiscal year 2013, the Corps will further expand the implementation of a modern asset management program, using a larger portion of its funds for the most important maintenance work while implementing an energy sustainability program that pursues major efficiencies in the acquisition and operations of its information technology assets, as well as finalizing the reorganization of the Corps' acquisition workforce. The fiscal year 2013 budget provides $30 million for preparedness for floods, hurricanes, and other natural disasters, including about $3 million in support of Corps participation in levee safety and other flood mitigation initiatives, such as the Silver Jackets Program, to improve unified Federal assistance in implementing flood and coastal storm damage reduction solutions.

Internationally, the Corps continues to support the mission to help Iraq and Afghanistan build foundations for democracy, freedom, and prosperity. In Iraq and Afghanistan, we completed or closed out hundreds of projects in support of the host nations and coalition forces. This critical infrastructure and our capacity-building efforts will play a key role in ensuring stability and security for these nations. The Corps remains committed to change that ensures an open, transparent, and performance-based Civil Works Program, while remaining focused on consistently delivering innovative, resilient, risk-informed solutions to the armed forces and the Nation.

Thank you, Mr. Chairman and Members of the subcommittee. This concludes my statement and I am happy to answer any questions you may have.

[The information follows:]

DEPARTMENT OF THE ARMY CORPS OF ENGINEERS

COMPLETE STATEMENT

OF

MAJOR GENERAL MERDITH W. B. TEMPLE
ACTING CHIEF OF ENGINEERS
U.S. ARMY CORPS OF ENGINEERS

BEFORE

THE SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
COMMITTEE ON APPROPRIATIONS

UNITED STATES HOUSE OF REPRESENATIVES

ON

THE ARMY CIVIL WORKS PROGRAM
FISCAL YEAR 2013

MARCH 7, 2012

Chairman Frelinghuysen and distinguished members of the Subcommittee:

I am honored to be testifying before your subcommittee today, along with the Assistant Secretary of the Army (Civil Works), the Honorable Jo-Ellen Darcy, on the President's Fiscal Year 2013 (FY13) Budget for the Civil Works Program of the United States Army Corps of Engineers.

The Corps is wrapping up an unprecedented period of construction and project execution. Over the past five years, we provided $12 billion in BRAC-related construction; $7 billion of American Recovery and Reinvestment Act (stimulus) work in our Military and Civil Works programs combined; and about $14 billion of Gulf Coast recovery work.

In 2011 the Corps responded to several devastating tornadoes and floods, as well as hurricanes and tropical storms, under the National Response Framework in support of FEMA. Flooding was a significant problem as we experienced record high water levels for a much longer duration than is the norm throughout much of the country. Our flood risk reduction systems were operated at their maximum capacity, some for the first time. The great men and women of the Corps of Engineers worked tirelessly, together with our state, local and industry partners, to ensure that we could deliver on all of our commitments last year. It is through their efforts that we were successful and will continue to be able to carry out the projects and programs included in the FY13 Budget.

My statement covers the following 11 topics:

- Summary of FY13 Program Budget
- Direct Program
- Investigations Program
- Construction Program
- Operation and Maintenance Program
- Reimbursable Program
- Planning Program Modernization
- Efficiency and Effectiveness of Corps Operations
- Value of the Civil Works Program to the Nation's Economy and Defense
- Research and Development
- National Defense

SUMMARY OF FY13 PROGRAM BUDGET

The Corps is fully committed to its support of the Nation's priorities to reduce the deficit, contribute to the economy, and restore and protect the aquatic environment. The Fiscal Year 2013 Civil Works Budget provides the Corps with the means to support these priorities. It is a performance-based budget, which reflects a focus on the projects and activities that provide the highest net economic and environmental returns on the

Nation's investment or address significant risks to human safety, to include continuing a comprehensive levee safety initiative and supporting increased interagency and stakeholder collaboration. The Reimbursable Program funding is projected to provide an additional $1.6 billion.

DIRECT PROGRAM

The Budget includes $4.7 billion for civil works activities, with priority on the highest performing activities within our three main water resources missions – commercial navigation, flood and storm damage reduction, and aquatic ecosystem restoration. The Budget invests in more than 600 flood and storm damage reduction projects, 143 commercial coastal navigation projects, and 51 projects on the inland waterways. For example, it provides increased funding for high use, commercial, coastal channels and harbors including support of efforts to accommodate Post-Panamax ships. In total, the Budget supports ongoing construction of 98 projects and three new construction starts. The Budget includes funds for 81 studies already underway and six new study starts. It will enable the Corps to process approximately 80,000 permit requests and to operate 75 hydropower plants with 350 generating units that produce approximately 24,000 megawatts annually. At its multi-purpose projects, the Corps also stores water to supply about 14% of the Nation's municipal water needs. The Budget will also sustain the Corps' preparedness to respond to natural disasters.

INVESTIGATIONS PROGRAM

The Budget for the Investigations program will enable the Corps to evaluate and design future projects that are most likely to be high-performing within the Corps three main water resources mission areas. The Budget includes $102 million for these and related activities in the investigations account and $1 million in the Mississippi River and Tributaries account. It funds 81 continuing studies and six new studies: Englebright and Daguerre Point Dams (Yuba River) Fish Passage, CA; Cano Martin Pena, PR; the Chesapeake Bay Comprehensive Plan; the Louisiana Coastal Area Comprehensive Study; and the Houston Ship Channel, TX. Funding is also included for the Water Resources Priorities Study, a high-priority evaluation of the nation's vulnerability to inland and coastal flooding, as well as the effectiveness, efficiency, and accountability of existing water resource programs and strategies. Investigations funding also includes $10.63 million for work on proposals to deepen seven U.S. ports: Boston, Massachusetts; Charleston, South Carolina; Savannah, Georgia; Wilmington, North Carolina; Brazos Island, Brownsville Channel, Texas; Jacksonville, Florida and Houston, Texas.

CONSTRUCTION PROGRAM

The goal of the construction program is to deliver as high a value as possible to the Nation from the overall available funding through the construction of new water resources projects and the replacement, rehabilitation, and expansion of existing flood and storm damage reduction, aquatic ecosystem restoration, commercial navigation, and hydropower projects. The Fiscal Year 2013 budget includes $1.47 billion in the Construction account and $99 million in the Mississippi River and Tributaries account to further this objective. Consistent with this objective, the Budget also gives priority to projects that address a significant risk to human safety.

The Budget funds 101 construction projects, including: 57 Flood and Coastal Storm Damage Reduction projects (five budgeted for completion); 23 Commercial Navigation projects (including eleven continuing mitigation items and six dredged material placement areas); 19 Aquatic Ecosystem Restoration Projects (including four projects to meet Biological Opinions); and mitigation associated with two Hydropower projects. Three of these construction projects are new starts: Hamilton City, California; Louisiana Coastal Area Ecosystem Restoration, Louisiana; and Lower Colorado River, Wharton-Onion Creek, Texas. This program also includes significant environmental mitigation work in the Columbia River Basin and the Missouri River Basin needed to support the continued operation of Corps of Engineers multi-purpose projects, which improves habitat and migration pathways for endangered and threatened species.

Performance measures, which the Corps uses to establish priorities among projects, include the benefit-to-cost ratios for projects with economic outputs and the most cost-effective restorations of significant aquatic ecosystems. The selection process also gives priority to dam safety assurance, seepage control, and static instability correction work and to activities that address a significant risk to human safety. These performance measures maximize the overall return to the Nation from the investment in the Civil Works construction program, by focusing on the projects that will provide the best net returns for each dollar invested.

OPERATION AND MAINTENANCE PROGRAM

The facilities owned and operated by, or on behalf of, the Corps of Engineers are aging. As stewards of this infrastructure, we are working to ensure that its key features continue to provide an appropriate level of service to the American people, a growing challenge in some cases, as proper maintenance is becoming more expensive at many of our projects.

The Operation and Maintenance (O&M) program for the FY13 Budget includes $2.53 billion and an additional $134 million under the Mississippi River and Tributaries program with a focus on the maintenance of key commercial navigation, flood and storm damage reduction, hydropower, and other facilities. Specifically, the O&M program supports completed works owned or operated by the Corps of Engineers, including administrative buildings and laboratories. Work to be accomplished includes: operation of the locks and dams of the inland waterways; dredging of inland and coastal federal commercial navigation channels; operating multiple purpose dams and reservoirs for flood damage reduction, commercial navigation, aquatic ecosystem restoration, hydropower, and related purposes; maintenance and repair of the facilities; monitoring of completed storm damage reduction projects along our coasts; and general management of Corps facilities and the land associated with these purposes.

REIMBURSABLE PROGRAM

Through the Interagency and Intergovernmental Services Program we help non-DOD Federal agencies, state, local, and tribal governments, and other countries with timely, cost-effective implementation of their programs. Rather than develop their own internal workforces to oversee project design and construction, these agencies can turn to the Corps of Engineers, which already has these capabilities. Such intergovernmental cooperation is effective for agencies and the taxpayer by using the skills and talents that we bring to our Civil Works and Military Programs missions. The work is principally technical oversight and management of engineering, environmental, and construction contracts performed by private sector firms, and is totally financed by the Agencies we service.

We only accept agency requests that we can execute without impacting our Civil Works or Military Programs missions that are consistent with our core technical expertise and that are in the National interest.

Currently, we provide reimbursable support for about 70 other Federal agencies and several state and local governments. Total reimbursement for such work in FY13 is projected to be $1.6 billion, reflecting the completion of ongoing reimbursable work and an estimated amount for FY 13.

PLANNING PROGRAM MODERNIZATION

The Corps will continue to implement actions to improve the performance of its Civil Works Planning Program through a planning modernization effort. This effort focuses on how best to prepare, organize, manage, operate, and oversee the planning program to more effectively address 21st Century water resources challenges. This means improved project delivery that yields smarter outcomes; improved technical capability of our planners; enhanced collaboration with Federal, Tribal, State, Local and non-government partners; evaluating and enhancing production capability and staffing at Corps Planning Centers of Expertise; and strengthening the objectivity and accountability of our planning efforts. Our improved planning performance will include: updated planning guidance and policy; streamlined, adaptable planning processes that improve our effectiveness, efficiency, transparency, and responsiveness; and enhanced technical capabilities.

In FY 2011, the Corps launched a two-year National Planning Pilot Program to test these concepts and to develop and refine processes for planning studies across all business lines. This approach will be both sustainable and replicable, which will inform future Civil Works guidance. Seven to nine Pilot studies will be executed over the course of this National Planning Pilot Program.

EFFICIENCY AND EFFECTIVENESS OF CORPS OPERATIONS

The Corps always strives to continually improve its investigations, construction, and operations programs' efficiency and effectiveness. In 2013, the Corps will further expand the implementation of a modern asset management program, using a larger portion of its funds for the most important maintenance work, while implementing an energy sustainability program that pursues major efficiencies in the acquisition and operations of its information technology assets, as well as finalizing the reorganization of the Corps' acquisition workforce.

VALUE OF THE CIVIL WORKS PROGRAM TO THE NATION'S ECONOMY AND DEFENSE

Corps of Engineers personnel continue to respond whenever needed to assist during major floods and other natural disasters. The critical work that they perform reduces the risk of damage to people and communities. The Budget provides $30 million for preparedness for floods, hurricanes, and other natural disasters, including funding in support of Corps participation of the levee safety and other flood mitigation initiatives, including the Silver Jackets program, with a goal of one in every state, and to provide unified Federal assistance in implementing flood and storm damage reduction solutions.

RESEARCH AND DEVELOPMENT

Civil Works Program research and development provides the nation with innovative engineering products, some of which can have applications in both civil and military infrastructure spheres. By creating products that improve the efficiency and competitiveness of the Nation's engineering and construction industry and by providing more cost-effective ways to operate and maintain infrastructure, Civil Works program research and development contributes to the national economy and our quality of life.

NATIONAL DEFENSE

Internationally, the U.S. Army Corps of Engineers continues to support the mission to help Iraq and Afghanistan build foundations for democracy, freedom and prosperity.

We are proud to serve this great nation and our fellow citizens, and we are proud of the work the Corps does to support America's foreign policy, particularly with our ongoing missions in Afghanistan and Iraq. Men and women from across the Corps – all volunteers and many of whom have served on multiple deployments – continue to provide critical support to our military missions there and humanitarian support to the citizens of those nations. Currently, 885 Corps employees (both civilian and military) are deployed in Iraq and Afghanistan. Since these deployments began, the Corps has completed over 9,000 civilian and military projects that were managed by the Corps in support of U.S. and Coalition efforts in those countries.

In Iraq, we completed a more than $15 billion construction program and in Afghanistan we have constructed $5 billion worth of work through FY11. By the end of 2014 we will complete another $10 billion, for a total Afghanistan program of $15 billion. This critical infrastructure and our capacity building efforts will play a key role in ensuring stability and security for these nations.

CONCLUSION

The FY13 Budget represents a continuing, fiscally prudent investment in the Nation's water resources infrastructure and in the restoration of its aquatic ecosystems. The Corps of Engineers is committed to change that ensures an open, transparent, and performance-based Civil Works Program, while remaining focused on consistently delivering innovative, resilient, risk-informed solutions to the Armed Forces and the Nation.

Thank you, Mr. Chairman and Members of Subcommittee. This concludes my statement.

Mr. FRELINGHUYSEN. Thank you, General Temple, on all of our behalf. Madame Secretary, I would like to discuss the administration's level of responsiveness to this committee over the past year. The day-to-day communication with the Corps has been generally fine, but anything that has needed official administration review has often been late or missing key information. The justification sheets for Fiscal Year 2013 and 2012 budget requests were late. The questions for the record for last year's budget hearing were very late. When we were trying to ensure that the Corps would have the funding necessary to respond to incredibly significant flood events across the country, we had some difficulty getting from you the sort of information we needed that might relate to a possible supplemental.

Of most concern to me today, however, is the work plans for the additional funds provided in the Fiscal Year 2012 act. Our conference report was clear to you that you were supposed to provide us with the list of allocations and the justifications for those specific decisions. We left all project evaluations and final allocations decisions up to you because we wanted to make sure that this was done in a professional manner and shall we say hands-off, although I think everybody knows members of Congress are touched by Corps projects each and every day and we count on you.

So we simply left it up to you to inform us of those decisions and supporting evaluations. You should have had these project evaluations to provide along with a list of projects since, theoretically at least, you needed these evaluations in order to determine which projects were to receive funding. The lack of explanatory information makes these decisions look to some to be somewhat political and, I think, raises many questions about how the administration really makes its decisions. So while we are all for transparency, we basically need some more money.

So the question, Madam Secretary, did the administration in fact follow the congressional direction to employ an objective evaluation for allocating these funds? If so, why did the work plan submission not include the project level justification information as we directed?

Ms. DARCY. Congressman, thank you for the question because I think that we owe you an explanation. We followed the criteria in the Statement of Managers that was required by the bill for us to consider. When we were placing that $507 million in those 26 different allocations, we did follow the intent of the Statement of Managers. However, when we were preparing the work plan with the goal to get it to you all by February 6, which is the date set by the Congress, we were not able to provide the justifications. We will have justifications for every project in the work plan to you two weeks from today.

Mr. FRELINGHUYSEN. So we will have the information, and are you working on a follow-up submission? And when might we expect that?

Ms. DARCY. It will be within two weeks, sir, and it will have the projects that were funded and the justification.

Mr. FRELINGHUYSEN. So the format will include that? Anything else?

Ms. DARCY. Just the justifications.

Mr. FRELINGHUYSEN. Okay, all right, thank you. Mr. Pastor.

Mr. PASTOR. Thank you, Mr. Chairman. Over the years at least one of the issues that I try to pay some attention to has been the Everglades Restoration. And one of the concerns we had several years ago is we had asked and probably did not receive many reports in terms of the progress. And many times you would read—the Washington Post had a number of articles on the Everglades—that there were problems, shifting priorities, et cetera. But I see we are still in the budget proposing 10 percent of the entire construction back on the Everglades, and things have changed since we started this many years ago.

One of the concerns that I had—and I will bring it up—I thought that this might become the big dig of the Corps of Engineers. So I was always concerned. Now what is the progress? I think we spent close to $2 billion for the Everglades Restoration and there is a likelihood that we may spend $3 billion more. And so what is the progress to date? This has been going on for at least—is it four years now?

Ms. DARCY. Do you want me to answer?

Mr. PASTOR. Oh, I do not know who answers.

Ms. DARCY. I will answer it, sir. We have made a great deal of progress in the Everglades Restoration. As you know, since 1996 there have been a number of projects that were authorized for restoring the Everglades, and the Water Resources Development Act of 2000 initiated a number of other projects for restoration. In these last three years we have undertaken seven groundbreakings on projects within the Everglades Restoration, including trail construction as well as the Kissimmee Restoration and several others including Picayune Strand. Many of those were funded not only within the President's budget, but also with ARRA dollars.

We have made a great deal of progress. We are currently working with the state of Florida on one of our accelerated planning programs to restore the water in the Central Everglades, because most of the projects right now that have been undertaken are on the coast. What we are looking at now is a Central Everglades water restoration study that we hope to have done within 18 months.

Mr. PASTOR. When do you think you will finish the whole restoration? We are now $2 billion into it, and we probably have many more billions. There are changes in the political scene there in Florida. So do you have any idea when you are going to finish this project and how much you think it is going to cost? I know it is speculation, but give us the best ballpark.

Ms. DARCY. It was originally called the Comprehensive of Everglades Restoration Program, the CERP, and it was originally authorized in 2000 for I believe $8.6 billion. We have not spent that to date. The state of Florida and the South Florida Water Management District are our 50-50 cost share partners in this project. So whatever money the Federal government puts up, the state of Florida puts up a matching amount of 50 percent.

The actual completion date I do not know. I may ask General Semonite, the South Atlantic Division Commander, as that project is in his neighborhood. I do not know that we have a completion date.

General SEMONITE. Sir, there is not a definitive date right now. Clearly, as the Secretary said, a phenomenal amount of progress has been made in the last several years. The system continues to evolve. We continue to learn how we can make the system even better to protect the environment. I think you are looking at something that is anywhere in the 7 to 10 years range. We continue to work out those programs that have already been agreed upon by all of the parties. Clearly it is contingent upon what Congress continues to do with the funding, and we are mainly executing the program that you to continue to fund.

Mr. PASTOR. One of the problems that we had in the past, and things may have improved, is that we would ask for reports, at least on a yearly basis, on progress. I am assuming that under the changes in leadership that you probably have seen them, Mr. Chairman.

Mr. FRELINGHUYSEN. Well, I do not want to antagonize anybody from Florida by saying—there is a whole issue of disproportionate issues. I am all for reports, but this is a very important environmental project. But given all the crises that we have had to address, the Corps has been involved with, it puts things into perspective. But maybe there are some other things that we could be looking at and perhaps directing resources to. But I am somewhat with you, and I am somewhat concerned about the disproportionate amount of money that is going into this project.

Mr. PASTOR. Well, in making decisions for the subcommittee and with the subcommittee, it is always important to have information that is up to date so that you can ensure that priorities that the subcommittee may have as it looks at the budget; that you are getting the information so that you can see where progress has been made and what the needs are in the future and what the timelines are. So it has always been a problem in getting this type of information. I was just hoping that you would get it.

Mr. FRELINGHUYSEN. I hope we will get it. If there is a game plan out there, let us flesh it out and get it to us. Maybe we do have it.

Ms. DARCY. I will commit to you that we——

Mr. FRELINGHUYSEN. I worry about when the expression is that this thing is evolving. I mean, I worry a little bit.

Ms. DARCY. We will provide the Congressman as well as the Subcommittee with any information that you request as well as the progress of the spending that has been done in the Everglades since its inception.

Mr. PASTOR. I think in many of the bills when we first started there was at least minimally a request that we would have a report on an annual basis. And so I think if that is the minimal request that we get those reports, I think that would be helpful.

Mr. FRELINGHUYSEN. Well, if we do not have an annual report, we have just instituted one. So now I am going to shift to——

Ms. DARCY. I know that we provide the authorizing committees with a report. We should provide it to you as well.

Mr. PASTOR. Some believe authorizing committees do not matter.

Mr. FRELINGHUYSEN. We try to pay the bills and there is not a lot of money to do that. So Mr. Simpson, front and center.

Mr. SIMPSON. Thank you, Mr. Chairman. Surprisingly, I do not have many questions about the Pacific Northwest in that they have done a great job and my office has not received any phone calls. So they work together very well in trying to repair the locks and so forth, and do the upgrades that were necessary on the Columbia River. And when my office does not receive phone calls, that is good. But there are some questions.

Mitigation fish hatcheries, you have put a $500,000 increase in your budget for mitigation fish hatcheries. It is about $400,000 short of what the Fish & Wildlife Services says it costs to operate those mitigation fish hatcheries. Have you been working with them, trying to come up with a number? Because if not, in our Interior bill we are going to have to fill a $400,000 hole somewhere.

Ms. DARCY. Congressman, we have been working with them. I am not certain of the number that you referenced, but I will definitely make sure that we are. I know that we have been in consultation with them because we do annually include a fish mitigation line item in our budget, but I am not sure that we got it this year.

Mr. SIMPSON. Okay. For something completely different, Cheyenne River Sioux Project. I visited the Cheyenne River Reservation last year, Eagle Butte. It was stunning to me that they are that close to the Pick Sloane Project with all that water available, and they cannot get water to Eagle Butte. I mean, they have housing developments sitting there ready to go to build houses on them, but they have no water supply. As I understand it, the new intake valve, which has been inoperable, was constructed by the Corps and that the Corps has agreed to repair it. What is the status of that project and how long do you expect it to take to complete?

What they need is a new water system there. One has been proposed for about $65 million. Fortunately, the USDA Rural Development Office, the BIA, the IHS, the EPA, have all jumped in and we are trying to put together a plan to actually deliver water to the Cheyenne River Sioux. Is this something that the Corps can help with?

Ms. DARCY. I assume so. I was going to ask General Temple—I think we have been involved in it, but I am not certain.

General TEMPLE. Sir, I am going to have to defer to John McMahon here if he has anything.

General MCMAHON. Mr. Simpson, I apologize. This is something that we talked about just the other day, and it is something on which we owe some more information. I propose that we take it for the record to plow through more thoroughly.

Mr. SIMPSON. Okay. We are going to be putting together a briefing with all of these different agencies because it seems absurd to me that you have that much water that close to this tribe—and remember, we removed them from their native lands when we flooded the land down there and built Eagle Butte essentially for them—that we cannot get water to them is a crying shame and it is just not right.

One other question for something really completely different, Buckingham Coal in Perry County, Ohio. Army Corps is suing them about using an underground tunnel that is necessary to access coal deposits that they own. The Army Corps brought suit, saying that there would be harm. The court essentially threw it out and said there is no harm there. Who was it? The Occupational Health & Safety Administration, the state of Ohio, have all determined that the corridor is safe and poses no risk. The Army Corps chose to appeal that decision even though the Federal Court has said that it is very unlikely even on the merits of their case that the Federal government will prevail. Who has the authority to bring that suit? Who has the authority to dismiss that suit? And most importantly, who pays for that suit?

Ms. DARCY. Congressman, I appreciate the question. However, because this is in litigation, I am not allowed to discuss it.

Mr. SIMPSON. I suspected that would be your answer. Will you meet with the Ohio delegation that has concern about this issue?

Ms. DARCY. Congressman, I cannot discuss this issue.

Mr. SIMPSON. Can you tell me who pays for it?

Ms. DARCY. Who pays for the litigation?

Mr. SIMPSON. Is it the Justice Fund? Is it the Army Corps of Engineers? Who the hell is paying for all the money that we are spending in court?

Ms. DARCY. I believe it is the Department of Justice budget.

Mr. SIMPSON. Boy, it is easy to file suit when someone else is paying. We have a problem here. One that needs to be solved.

Mr. FRELINGHUYSEN. Okay, thank you, Mr. Simpson. Mr. Olver.

Mr. OLVER. Madam Secretary, I think your staff has been apprised that I might ask a question about certain transportation articulations with port facilities. And I just wanted to say I served as the ranking member of the Transportation and HUD Committee. When I was Chairman of THUD until a couple of years ago, we had an ARRA bill, the American Recovery and Reinvestment Act and then annual appropriations for what has become known as the TIGER Grant Program. It has been very popular. It is very flexible money. And the Secretary of Transportation has generally looked at projects that would have an intermodal impact to find what funding they could.

And I know that they have funded a number of projects over the years. Well, during the ARRA Act period, but also then in fiscal years 2010 and 2011, they had funded some of these TIGER projects which did have impact into important areas where they were intended to deal with the movement of freight and goods. Obviously, the transportation issue here is the efficient movement of goods as well as people and the intermodal aspect is to make certain there is a proper articulation, a good and effective articulation between the trucking and rail interests reaching a point where you want to transfer to port facilities and such.

Now in the most recent of these, I understand that they actually did communicate, maybe for the first time with the Corps of Engineers, on a group of four projects which were finally approved. And I just want to very quickly point out one of them is in the Port of Jacksonville, Florida; one of them in Long Beach, California; one in New Orleans within the Port of New Orleans in the city itself; and then one in South Jersey that affects Camden and a couple of other smaller ports. They are bringing either rail or highway facilities, improving the rail or highway facilities or both, to where the port comes into play. And I am just wondering, do you have in any of these cases, if you have had a chance to look, do you have any sense of projects that are in the Corps' portfolio that do in fact articulate to the projects that have been awarded money and are in final design and should be in construction later this year, in those particular cases where the Corps of Engineers was actually consulted on the matter?

Ms. DARCY. Congressman, you are right, this is the first time that the Corps of Engineers has been consulted by the Department of Transportation on the TIGER Grant proposals. They took the highly recommended projects that they had for TIGER Grants and we reviewed them to make sure that we were not at cross purposes and that indeed the landside development for intermodal transportation was going to be conducive to what was ongoing in the waterway. It was merely a consultation, not a recommendation.

Mr. OLVER. Not a recommendation?

Ms. DARCY. No.

Mr. OLVER. Do you have, in any of those cases that were then awarded, do you have any sense that you have waterside projects?

Ms. DARCY. We do have ongoing navigation and maintenance responsibilities in most of those water bodies that you discussed.

Mr. OLVER. Are they ongoing or are they a long time away in the project timeframe or what?

Ms. DARCY. I think we do operation and maintenance dredging in most of those places now to continue the commercial navigation traffic.

Mr. OLVER. Do you think that it is a useful thing for us to have this kind of coordination and collaboration?

Ms. DARCY. Absolutely.

Mr. OLVER. Whether it is consultation or whether it is—I do not know that you should have a veto over these things necessarily, but——

Ms. DARCY. No, and we do not have a veto over them. What we do through consultation is see where the Federal dollars are going so that we are not investing Federal dollars in a place where we do not have the appropriate or the maximum availability of commercial navigation. If you are going to put money in the landside to get to commercial navigation, we need to be able to know that we have the channel there for the goods to move on.

Mr. OLVER. Well, I am just hoping that there will be more consultation at an early enough time and some sense of whether there is a connection between the timeline in which a transportation project and a port project would be on.

Ms. DARCY. That is what we are trying to get to through this consultation. And also, last week we signed a Memorandum of Understanding with the Department of Transportation to continue this kind of consultation.

Mr. OLVER. Good. Thank you very much.

Mr. FRELINGHUYSEN. Mr. Olver. Mr. Rodney Alexander.

Mr. ALEXANDER. Thank you, sir. The first thing I want to do is just thank you all for the way you have responded to our office over the years. We appreciate that. $82 million in the new budget for dredging lower Mississippi. A question: Is that enough? And how much did you spend last year for that?

Ms. DARCY. I know we budgeted $82 million this year. I think last year we budgeted $76 million. I am going to ask Mark. Mark is our program manager for this project.

Mr. FRELINGHUYSEN. Just identify yourself for the record. Thanks.

Mr. MAZZANTI. Mark Mazzanti, the chief of the Programs Integration Division. Congressman, I think our budget was $68 million last year. I do not recall off the top of my head exactly the expenditure range, but it was in the $85–$90 million range.

Mr. ALEXANDER. Okay. Is there a law on the books that we might need to change that would prohibit you from doing whatever is necessary to accommodate these larger ships that are going to be coming to us at some point when the Panama Canal is finished in its widening?

Ms. DARCY. Congressman, there is not a law that is prohibiting us from doing any of the widening or deepening that is anticipated to be needed for the Post-Panamax vessels. We are currently doing a great deal of work to deepen several ports.

Mr. ALEXANDER. Okay, well I had understood earlier from somebody, it was not anybody with the Corps that told me there might be law that would prohibit you from doing anything that would not allow the deeper draft ships to come in, and I was just curious.

Ms. DARCY. There is no law that I am aware of. We are anticipating the deep draft ships.

Mr. FRELINGHUYSEN. No law yet.

Mr. ALEXANDER. Oh, no law yet. Okay.

General TEMPLE. And, sir, you asked whether you thought that would be sufficient to meet the needs. If we do not have an additional requirement this year, it should be, based on past experience.

Mr. ALEXANDER. Okay. If we do not have any floods.

General TEMPLE. Right, sir.

Mr. ALEXANDER. Okay. Talk just a little bit about the latest certifications, flood maps, how you work with FEMA, if you worked well with FEMA, and exactly where we stand. There is just a lot of confusion down in the southern part of the Nation, especially in the state of Louisiana. We keep hearing stories continually that the flood maps may be drawn as if the levees do not exist, therefore, exposing a lot of people to insurance premiums that where the cost of that premium may be just left up to the imagination if that map is drawn as if the levees do not exist. I cannot imagine what the premiums to cover homeowners and businesses would be. Where do we stand? What can we look forward to?

Ms. DARCY. Congressman, we are working closely with FEMA on their re-mapping in all of our districts. We have a Levee Safety Program, as I mentioned in my opening statement. We are working not only with FEMA for the mapping, but also with local levee districts. What we are trying to do is get a handle on what the universe is for our Levee Safety Program.

The Corps of Engineers is responsible for about 14,000 miles of levees in a system in the United States that is over 100,000 miles. Many of those levees are either agricultural levees or have been built by other people. They are not the Corps' levees.

What we are trying to do in our Levee Safety Program is not only assess what we have and the structures, as well as the functioning of the levees in our 14,000 miles, but also trying to get other local sponsors to give us information so we can help in having the information about what the safety is out there.

We also have a new levee vegetation policy and a levee variance policy for vegetation on levees that I think will help a lot of people in dealing with some of the problems that we are encountering where some of the levees are being compromised because of vegetation.

Mr. ALEXANDER. Okay. Thank you.

Mr. FRELINGHUYSEN. Mr. Alexander. Mr. Womack.

Mr. WOMACK. Thank you, Mr. Chairman, and thanks to our panel. And I will echo the remarks of my colleagues up here about our thanks for your service to our country. And not just the high brass that is here before us. There are a lot of other folks in uniform—captains, majors, lieutenant colonels—and I know those are the people actually doing the work, so I want to congratulate. Having spent 30 years in uniform, I realize that that is the case. I was one of those people.

I have a question for a colleague of mine who is chairing another hearing at this hour and could not be here. I wanted to make sure that I get this question asked for her. But there is this million-ton limit or threshold that has to be met in this administration's budget to qualify for inland port dredging needs. Will you go back and work with OMB to see if that threshold can be adjusted downward so that these folks can get some desperately needed assistance in those projects?

Ms. DARCY. Congressman, we are funding the highest—as you said, the metric is a million tons, but we also are funding some low-use navigation harbors in our budget. I want to say $85 million is included for low-use harbors and waterways. They do not compete well because they do not serve a million commercial tons a year. That is the metric we are currently using.

As you said, we have not, as of now, had conversations with OMB about changing that, but the low-use navigation budget is one that is getting a lot of attention, and I think that, there may be other ways to measure.

Mr. WOMACK. Well, that is low-use. What about close to a million, but no cigar?

Ms. DARCY. You mean like 99?

Mr. WOMACK. Like 950,000.

Ms. DARCY. Well, I would have to defer to my navigation experts. I do not think it is that hard of a number, but that is the metric that we use.

Mr. WOMACK. Well, she told me to keep asking until I got a good answer. I am only kidding.

I want to go back to my district for a moment. What we affectionately call "MKARNS," the McClellan-Kerr Navigation System, is without a doubt a great driver of commerce in the Central Arkansas region, and the center of our Nation.

And there is no doubt that the access through that channel is environmentally friendly, reduces greenhouse gas emissions, and is very fuel efficient when compared to other transportation opportunities. And I know that there have been changes in how the Corps operates the system or there are some planned changes for how the Corps operates the system in the future.

The statement I would like to make is, it is important for these changes to be implemented in a way that will minimize impacts to the level of service provided to the users, and to ensure there are no impacts to the level of service. Funding priorities and operational changes cannot be developed in a vacuum. And I know that if asked, the users of MKARNS will be receptive to working with the Corps to prioritize key maintenance items and develop new operational procedures that will work for both entities.

But the question is, what is the administration doing to ensure the views of industry and the users of the waterway are incorporated into the future budget development process to ensure continued economic growth of this region and the Nation?

Ms. DARCY. Well, Congressman, we are in regular contact with our users and our stakeholders for all of our projects. We have to depend on the locals and the users because we cost-share everything, you know, so we have to be considering their needs as well as those of the Nation whenever we develop a project, whether it is an ongoing project or a new project.

Mr. WOMACK. Well, there was a major meeting on this subject back a week ago in Fort Smith. And I am in contact with a lot of people, my colleagues that are my constituents there, that recognize the tremendous economic value of being able to transport at a 12-foot depth versus a 9-foot depth. And I know you get that. And I have spent time with our folks, in fact, General Kula and others, about this very subject. But in an era when we are looking for job creation, looking for the proper investment gives us a kind of return that allows business and industry to expand, put more and more people back to work, and in an era where we are trying to reduce greenhouse gas emissions and this sort of thing, it just makes sense that we have the capacity to do that.

And I know it is costly and I know there are maintenance issues that go along with that. But it is fresh on our minds and I just want you to know for the record that we are interested in it.

Then lastly in this round, recreation is obviously one of the top industries in our state, and I understand the Corps is the number one agency in the Federal government for providing recreational opportunities. Corps reservoirs are one of the reasons for this success. And because of funding constraints on the Corps of the Little Rock District—and kudos to Colonel Masset, Randy Hathaway, and his people for the Recreation Adjustment Plan which as I understand may become a model for what the Corps may implement. To minimize future reductions to Corps recreations facilities is the administration working to enhance opportunities for public-private partnerships that would allow other entities to operate and manage?

Ms. DARCY. Yes, sir. We have over 850 partners at our recreation facilities, which means that we can leverage what we can do with their cooperation and their support. We have a great deal of volunteers who come to our facilities.

Last year we had 1.4 million volunteer hours at our Corps of Engineers facilities, and that translates into about $30 million into our program. We have partnerships at most of our facilities and they are growing. That is something that I think we need to continue to do and to leverage in order to continue to provide the recreational services that the Corps of Engineers in known for. And you are right, we have the most visitor days of anyone in the Federal government.

Mr. WOMACK. Thank you. I yield back.

Mr. FRELINGHUYSEN. Thank you, Mr. Womack. Madam Secretary, I do not know whether you have a resident historian here with the Corps, because I want to focus for a few minutes on the completion of the Panama Canal. I think the Panama Canal was constructed under our Army leadership as I remember. Correct me if I am wrong, anybody.

General TEMPLE. That is correct, sir.

Mr. FRELINGHUYSEN. So obviously that was one of the most monumental projects that we have seen in this hemisphere. And of course, if you will pardon the expression, drums are beating along the Mohawk because the canal is going to be completed somewhere in the near future, and everybody seems to want to be ready to receive that traffic. We referred to it earlier, some are prepared to compete, some are not ready to compete for that business. So up and down the East Coast and Gulf Coast, people are getting ready for business.

My questions are directed. You have right now three distinct authorities by which you can accept funds from a non-Federal sponsor to make progress on a Federal project in absence or delay of Federal funds, correct me if I am wrong: the accelerated, contributed, and advance funds authorities. Can you talk a little bit about those? Because filtering up, I assume, from some of your commanders are a whole lot of requests that appear to relate to the opening of the Panama Canal.

So this is an area I would like to open for discussion. Is somebody prepared to talk about those authorities?

Ms. DARCY. I can talk about it a little and I would be better prepared to talk about the Panama Canal. I am halfway through——

Mr. FRELINGHUYSEN. Well, you can talk about the Canal, but maybe talk about—I think you know what I am concerned about here.

Ms. DARCY. Right, right. I am halfway through David McCullough's book "The Path Between the Seas" which is about the building of the Panama Canal by the Army Corps of Engineers.

Mr. FRELINGHUYSEN. I want to put a little footnote in. When I was over in Korea I did not realize that the Corps is given responsibility for projects on the Korean Peninsula. And I was shocked when I was in Italy once that the Army base was all done by the Seabees, so I did not realize that there was this international jurisdiction. But the floor is yours.

Ms. DARCY. You are right about the three kinds of funds that we are able to accept. For contributed funds, we have to have a written agreement with a local sponsor and we could take those, but without any guarantee of repayment to a local sponsor. Accelerated funds are funds that can help us move a project forward. A local sponsor can give us funds to accelerate the project if the Federal funding is not at an equitable pace as the local funds. Advanced funds are money that they can give, you know, in advance of the project being constructed in excess of the non-federal share required.

Mr. FRELINGHUYSEN. Well, the bottom line is that there seems to be an increase—or increased interest in these authorities recently, whether it is due to shall we say the Federal budget picture or constraints or the ban on earmarks. What is going on here? I mean, I understand some communities and cities have the ability to pay, which sort of puts them in a better position, but then there may be other ports where there may be limitations due to a budget crisis. So what is going on here?

Ms. DARCY. I think, Congressman, it is the fact——

Mr. FRELINGHUYSEN. And more importantly, what sort of policy do you have here? Is there a policy here or—these things seem to be percolating up and should we anticipate more?

Ms. DARCY. We are seeing more, and I think part of it is because the Federal budget that we have is constrained and local sponsors want to see their project move forward.

Mr. FRELINGHUYSEN. Well, no, no one is—you know, we understand that there are some cities and communities that maybe could put some money forward and I am not picking on anybody here, but this is not a new development. We have seen a spike in these types of requests, have we not?

Ms. DARCY. Yes.

Mr. FRELINGHUYSEN. And more importantly, what does it mean and how are you dealing with it? You have an array of professionals here who I assume it is percolating up through your division commanders.

Ms. DARCY. I believe we are seeing more of them. And your question as to what policy we have to deal with it is that we are looking at those three authorities that we have—the advanced, the accelerated, as well as the contributed—and looking at each request on a project-by-project request.

Mr. FRELINGHUYSEN. So you are monitoring it?

Ms. DARCY. Yes, sir.

Mr. FRELINGHUYSEN. And so you are looking at it. I have some concerns here because obviously behind this some might anticipate that someday when there is a better budget picture that somehow the Federal government might be somewhat obligated. I am sure you have made it clear, we will make it clear.

Ms. DARCY. Yes, sir.

Mr. FRELINGHUYSEN. You want to have some general comments about this development?

Ms. DARCY. Whether it is the contributed funds agreement or the project partnership agreement that would accept accelerated or advanced funds, there are stipulations as to what the Federal government's future responsibility will be for those projects, both from a funding and appropriations level.

Mr. FRELINGHUYSEN. So translating that is that you are taking a look at this.

Ms. DARCY. We are going to monitor, sir.

Mr. FRELINGHUYSEN. Yeah. You do not have any reservations to date about——

Ms. DARCY. Not to date, sir.

Mr. FRELINGHUYSEN. Okay. Mr. Pastor.

Mr. PASTOR. Mr. Chairman, I do not have a question. I just wanted to tell the general and the secretary that it has been my experience at the Los Angeles office that it is very responsive and they are advocates for the people they serve under their jurisdiction. And I compliment you on their success and I want to show my appreciation to them because they are good advocates. And I congratulate you for having such fine civil servants in the L.A. office.

Ms. DARCY. We also got a really energetic colonel in that district right now, Colonel Toy.

Mr. PASTOR. You have had energetic colonels through the history of my dealing with the Corps, but, yes, he is very energetic. But he equals the enthusiasm and the confidence that you have had in the past, but I congratulate you for both the military side and the civilian side because they are very responsive.

Ms. DARCY. Thank you.

Mr. FRELINGHUYSEN. All Corps employees, uniform and civilian, are energized, are they not?

Ms. DARCY. Yes, sir.

General TEMPLE. Yes, sir.

Mr. FRELINGHUYSEN. Emergency supplemental funding. Madam Secretary, Congress provided about $1.7 billion and I would say some pretty scarce emergency supplemental funding to address some devastating flood situations, especially to rebuild the flood protection system in certain areas to make sure we never, hopefully, would not be able to deal with in the future. Can you bring the committee up to date on the progress you have made and how do you actually prioritize the funding that we have given you?

Ms. DARCY. Yes, sir. Of the $1.7 billion, we prioritize by life safety first. We also are wanting to bring projects that were damaged by the floods back to pre-flood conditions, hopefully, as soon as possible before the next flood season. That $1.7 billion covers almost all of the damages that we suffered. There is another small amount of project damage that cannot be covered by those appropriations because they can only be used in presidentially declared disaster areas and we have a small amount of damages that were not presidentially declared disaster areas. We will go into our existing funding to try to make those repairs.

Mr. FRELINGHUYSEN. Is there an allocation list or is it informal? What sort of a list do we have here?

Ms. DARCY. We have a tiered list, you know, about what the priorities should be. I do not have that list with me, but it is something we can provide the committee.

Mr. FRELINGHUYSEN. If we could get that list for the record. I know there is one floating around out there, but if we can get one for the record.

Ms. DARCY. Yes, sir.

Mr. FRELINGHUYSEN. It has gotten awfully quiet in here. I am not sure whether that is the signal that I ought to close it down.

I do have some questions. Your request has proposed a total of 10 new starts, correct me if I am wrong: 6 studies, 3 construction projects, 1 operation and maintenance program. Seven of these new starts are environmental. With the exception of one study, all proposed new starts have been proposed in earlier budgets as well, so some of them we have seen before. Tell us about some of these and particularly about this Water Resources Priority Study that you have here. What is that? Two million dollars. Anybody have any familiarity with that?

Ms. DARCY. I was going to defer to Mark on that one. No?

Mr. FRELINGHUYSEN. Mark looks like he is not ready to be deferred to. [Laughter.]

Ms. DARCY. Oh, sorry.

Mr. FRELINGHUYSEN. We could always go on to the Inland Waterways Trust Fund, but, Mark, you have any reaction or what here?

Mr. MAZZANTI. To——

Mr. FRELINGHUYSEN. Are you familiar with these new starts? You understand that the committee on a bipartisan basis is not particularly enthusiastic about new starts.

Mr. MAZZANTI. Yes, Congressman. We are in the Corps in a position of executing the budget as it was proposed and we are prepared to initiate those once funding is provided.

Mr. FRELINGHUYSEN. Very safe answer. Thank you. Can you talk a little bit about the proposed legislation? The administration's budget repeats the proposal to raise additional funds for the Inland Waterways Trust Fund by setting dollar targets and giving the Secretary of the Army total discretion in devising and collecting fees from users to meet those targets. These fees would be in addition to the existing diesel tax, et cetera, et cetera. Can somebody comment on that?

Ms. DARCY. I can talk about that.

Mr. FRELINGHUYSEN. Okay.

Ms. DARCY. The proposal that you are referring to was included in the President's jobs bill that he introduced last year.

Mr. FRELINGHUYSEN. You are not giving up on it here.

Ms. DARCY. No. And the mechanism for collecting that new fee is one that we are developing, with stakeholders, in order to determine what exactly that fee should be, how it should be assessed, and how it should be managed. And that, as you say, is directed to the Secretary of the Army, so that is what we are going to have to develop.

Mr. FRELINGHUYSEN. Mr. Pastor, anything for the record?

Mr. PASTOR. No, sir. Thank you very much.

Mr. FRELINGHUYSEN. It is your lucky day. General Walsh, Madam Secretary, General Temple, Mr. Mazzanti, thank you very much for being here, and to all those behind you who support you.

General Temple, Godspeed to you. Thank you for your service.

General TEMPLE. Thank you.

Ms. DARCY. Thank you.

Mr. FRELINGHUYSEN. We stand adjourned.

QUESTIONS FOR THE RECORD

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
HOUSE COMMITTEE ON APPROPRIATIONS

U.S. ARMY CORPS OF ENGINEERS – CIVIL WORKS
FISCAL YEAR 2012 BUDGET HEARING

MARCH 7, 2012

EMERGENCY SUPPLEMENTAL FUNDING

FUNDING NEEDS IN NON-STAFFORD ACT DECLARED AREAS

Subcommittee. Given the strictures of the Deficit Control Act, the Committee had little ability to provide funding to help areas outside of Presidentially-declared major disaster areas…the so-called "Stafford Act areas". However, Corps activities on river systems aren't defined by these disaster areas. A devastated city downstream might be best protected by improving a dam or levee upstream, far away from the declared disaster zone.

Is this situation challenging your ability to provide funding for needed flood protection activities?

Assistant Secretary Darcy. No. While the Corps may need, in some cases, to perform work beyond the geographic boundaries of a declared disaster area in order to restore project benefits within the declared disaster area, the Corps has sufficient authorities to address this concern. For such work, the Corps may use an alternative source of funding. For example, many of the non-covered repairs from the 2011 floods successfully competed for FY 2011 or FY 2012 funding. Only lower priority repairs, which did not compete successfully, have been deferred.

Subcommittee. If so, how are you managing it?

Assistant Secretary Darcy. The costs of activities not covered by a Presidential declaration are considered for funding from a variety of sources, including carry-in and budgeted funding for preparedness, carried-in or transferred funding for non-covered response, and other budgeted or appropriated funding for non-covered repairs.

Subcommittee. Can you do your job to protect our communities if supplemental funds are limited to activities in disaster-declared areas?

Assistant Secretary Darcy. Yes, though repairs that are a lower priority compared to our other work may be deferred in some cases, as noted above.

DISASTER RESPONSE ACTIVITIES

Subcommittee. Ms. Darcy, in times of flooding communities around the nation rely upon the Corps' response activities, such as engineering expertise, sandbags, auxiliary power, and temporary shelter. Are you able to geographically track where these services are provided in times of emergency?

If not, how do you determine which are funded by this new "Stafford Act area" emergency funding, and which must be paid out of more scarce non-Stafford Act area funding?

What implications does this have on other Corps activities?

What are you doing to improve this situation?

Assistant Secretary Darcy. The provision of support to non-federal entities under authority of P.L. 84-99 in response to a particular natural disaster does not require a major disaster declaration. Response for flood fighting begins when the rivers are forecast to go out of bank, usually three to five days before flooding commences. In order to be effective, the flood fight expertise and provision of sandbags, begins with this forecast. A successful flood fight minimizes overbank flooding and reduces damages and impacts to improve properties. Once the Corps begins to provide assistance in anticipation of a pending natural disaster, often the response grows to encompass adjacent impacted areas. The Corps response efforts prior to a Stafford Act declaration will be funded from supplementals and other appropriations not associated with the P.L. 112-77 Disaster Relief Appropriation Act.

Auxiliary power and temporary shelter are only provided when assigned to Corps by FEMA as mission assignments. All mission assignments are geographically tracked.

A major disaster declaration, under the Stafford Act, is based on FEMA assessment of the damages caused by the actual flooding and may not occur until after the flood waters have begun receding and the damages can be assessed. The Corps is adjusting our response operations to separately track funds allocated in geographical areas after a major disaster declaration.

For continued response in an area without a major disaster declaration and repairs outside of a declared disaster area, the Corps generally will consider using an alternative source of funding, including carry-in and budgeted funding for preparedness, carried-in or transferred funding from supplementals and other appropriations not associated with the P.L. 112-77 Disaster Relief Appropriation Act.

We are modifying our response operations process to account separately for funds supporting flood fighting in areas that have major disaster declaration under the Stafford Act.

FLOOD FIGHTING STRATEGY

Subcommittee. Ms. Darcy, the Corps claimed to follow its response plan while fighting the 2011 flooding. Can you confirm that the Corps did so?

Even so, some are calling for the Corps to reevaluate how it fights floods in the Mississippi River area. Is that something which the Corps is pursuing?

Assistant Secretary Darcy. In responding to the historic 2011 flooding in the Mississippi River area, the Corps operated the Mississippi River and Tributary (MR&T) flood control system according to its operating plan. The Corps is conducting an operational assessment of how the MR&T system performed to identify any changes that would improve future performance.

BUDGET PRIORITIES

RANKING PROJECTS ACROSS MISSION AREAS

Subcommittee. The budget metrics used to select projects within the Construction account seem to be quantitative in nature, and, therefore, easy to compare projects within each metric. What is not clear is how or why decisions were made across these individual metrics.

For example, a project's benefit-cost ratio is a number that can be compared to the benefit-cost ratios of other projects. Same for the risk to life index for flood control projects. But how did you decide how much of the budget would be based on benefit-cost ratios versus how much would be based on the risk to life index versus how much would be based on the other metrics used?

Assistant Secretary Darcy. The Corps evaluates each construction project based on its individual merits, using the criteria applicable for that type of project. As you point out, prioritizing projects that are subject to different metrics is challenging and requires some expert judgment on the relative priority of those projects. For some types of work, such as dam safety, the Budget funds all projects that meet the criteria. For other kinds of work, the Corps first ranks all of the projects that meet the criteria. It then compares the lowest ranked projects in each category to determine which of them to fund, and repeats this process on an iterative basis until the "last added" projects in each category are of comparable priority.

FUNDING DAM SAFETY ACTION CLASS (DSAC) I PROJECTS

Subcommittee. Last year, we heard that the funding needed for our most critical dam safety projects, the DSAC I projects, would begin requiring larger and larger portions of the annual budget, if we continued to fund at capability levels. Somewhat surprisingly then, this year's request is roughly the same as last year's request. The description of this year's budget, though, says that some of this funding is only for interim risk reduction measures. In other words, this request seems to underfund the most critical infrastructure challenges facing this nation, instead relying on short-term fixes.

Did perceived funding constraints within the budget drive this decision or were there other factors?

Assistant Secretary Darcy. For all DSAC I and DSAC II construction projects funded in the Budget by name, the Budget level reflects the maximum amount that the Corps estimates that it can use efficiently and effectively during the fiscal year for approved project activities. This does not include several projects that are still under study to determine the preferred risk reduction method, or those that may begin construction during the budget year with the funded requested under the "Dam Safety and Seepage/Stability Correction Program". Perception of funding constraints was not an influence on the request.

Subcommittee. Can you assure this subcommittee that the "interim" fixes supported by this budget request fully protect the lives and property of the people living near these facilities?

Assistant Secretary Darcy. While we cannot completely eliminate risk, we can reduce risk. The objective of the Corps Dam Safety Program is to maintain public safety and to make sure our dams are safe and risks are minimized. Where the Corps is implementing an interim risk reduction measure, the objective is to maintain public safety, until we complete engineering evaluations and complete permanent repairs. Routine inspections and operation of the dams will continue and emergency action plans have been developed in coordination with local emergency management officials.

Subcommittee. What benefits are we forgoing by not fully funding dam repairs? Do you do a cost analysis on forgone benefits when making decisions for interim fixes?

Assistant Secretary Darcy. The Corps executes the Civil Works program guided by its commitment and responsibility to public safety. Where the Corps is implementing an interim risk reduction measure, the objective is to maintain public safety, until we complete engineering evaluations and complete permanent repairs.

Subcommittee. Do you have an estimate of the costs to meet the dam safety need without relying upon interim fixes; that is, what would it cost to fully rehabilitate these dams?

Assistant Secretary Darcy. Generally, the Corps applies interim risk reduction measures where needed to reduce risk on an interim basis, or as a precaution. We do not apply such measures to avoid or defer spending the funds needed to fully rehabilitate a dam. Rather, the Corps uses interim measures, such as lowering reservoir pool levels, where necessary to reduce risks to acceptable levels during planning, design, and construction of permanent measures.

KEY BUDGETING METRICS AND GUIDELINES

CONSISTENCY OF APPLICATION

Subcommittee. We often hear of the "competitive" process by which the Administration allocates funds to Corps projects, but it's unclear how consistently those metrics are applied. Various budget request materials have listed the following guidelines for Construction account funding:

1. All DSAC I dam safety, seepage, and static instability correction projects receive 100 percent of capability;

2. Projects that provide substantial protection from risks to human life receive enough funding to continue construction throughout the year;

3. Funding for projects that cost-effectively contribute to the restoration of a large ecosystem where the ecosystem has been damaged by a civil works project or where the Corps is uniquely qualified to carry out the restoration;

4. Completing projects with benefit-to-cost ratios of 1.0 or above are fully funded;

5. Continuing projects with benefit-to-cost ratios of 2.5 to 1 or higher receive some level of funding;

6. Projects with continuing contracts receive at least enough funding to finance scheduled earnings, plus associated engineering and design and S&A;

7. Funding to comply with legal or regulatory requirements of the Endangered Species Act, mitigation, environmental conditions and treaty requirements.

Are there any projects that have received funding in at least one of the four previous fiscal years that meet one or more of the above guidelines that are not included in the budget request? If so, please submit a list of such projects, including which of the above guidelines each project meets and a detailed explanation of why funding was not included in the budget request.

Assistant Secretary Darcy. Since the guidelines for the construction program have evolved over a period of years, and continue to evolve as we gain more experience with their use, there may be projects that have met one of the above guidelines in a previous year but no longer qualify for construction funding in the Budget. Also, in addition to the kinds of specific guidelines referenced in your question, a project must be authorized for construction; have an approved Chief's report, major rehabilitation report, or Dam Safety modification report; and, where applicable, have successfully completed review under Executive Order 12322. Projects must also have a current, certified BCR, based on the benefits in the latest approved official document, such as a Feasibility Report, a Chief of Engineers Report, a Limited or General Reevaluation Report, an Engineering Documentation Report, or other report.

The following table lists all construction projects that met one of the guidelines referenced in your question, received construction funding through annual appropriations or the American Recovery and Reinvestment Act in one or more of the four previous fiscal years on that basis, but are no longer being funded, along with the primary reason each project was not funded for construction in the FY 2013 Budget. The table does not include any construction projects that may have been funded with supplemental appropriations.

FY 2013 House E&W Response to QFR#6

Name	State	Reason Not Included in Budget
BAYOU LA BATRE, AL	AL	Construction is complete.
CHIGNIK HARBOR, AK	AK	Construction is complete.
FALSE PASS HARBOR, AK	AK	Construction is complete.
GRAYS LANDING LOCK AND DAM, MONONGAHELA RIVER, PA	PA	Construction is complete.
GULFPORT HARBOR, MS	MS	Construction is complete.
INDIANA HARBOR, CONFINED DISPOSAL FACILITY, IN	IN	Construction is complete.
LOCK AND DAM 11, MISSISSIPPI RIVER, IA (MAJOR REHAB)	IA	Construction is complete.
LOCK AND DAM 12, MISSISSIPPI RIVER, IA (MAJOR REHAB)	IL	Construction is complete.
LOCK AND DAM 19, MISSISSIPPI RIVER, IA (MAJOR REHAB)	IL	Construction is complete.
MELVIN PRICE L AND D 2ND LOCK	IL	Construction is complete.
MONTGOMERY L&D, PA	PA	Construction is complete.
PANAMA CITY HARBOR, FL	FL	Construction is complete.
POINT MARION LOCK AND DAM 8, MONONGAHELA RIVER, PA & WV	PA	Construction is complete.
SEWARD HARBOR, AK	AK	Construction is complete.
ST PAUL HARBOR, AK	AK	Construction is complete.
UNALASKA HARBOR, AK	AK	Construction is complete.
WILLAMETTE RIVER TEMPERATURE CONTROL, OR	OR	Construction is complete.
WINFIELD LOCKS AND DAM, KANAWHA RIVER, WV	WV	Construction is complete.
WYOMING VALLEY, PA (LEVEE RAISING)	PA	Construction is complete.

PORT EVERGLADES HARBOR, FL	FL	Construction is complete. Reimbursements do not compete well in the budget process.
WRANGELL HARBOR, AK	AK	Construction is complete. Reimbursements do not compete well in the budget process.
ROBERT C BYRD LOCKS AND DAM, OHIO RIVER, WV & OH	WV	Construction of locks and major rehabilitation of dam is complete.
MOBILE HARBOR, AL	AL	Construction of turning basin is complete. Construction of separable element for widening the channel is pending completion of decision document.
EAST BATON ROUGE PARISH, LA	LA	Cost sharing inconsistent with Administration policy
KEWEENAW STAMP SANDS, MI	MI	Does not meet any guideline
LAKE MICHIGAN WATERFRONT, IN	IN	Does not meet any guideline
RED-OUACHITA RIVER BASIN LEVEES, AR & LA	MS	Does not meet any guideline
RESTORATION OF ABANDONED MINE SITES	NM	Does not meet any guideline
SAINT MARY'S ROCK CUT HABITAT RESTORATION, MI	MI	Does not meet any guideline
TRES RIOS, AZ	AZ	Does not meet any guideline
UPPER NEWPORT BAY, CA	CA	Does not meet any guideline
NORFOLK HARBOR AND CHANNELS, CRANEY ISLAND, VA	VA	Federal share previously budgeted.
ANACOSTIA RIVER AND TRIBUTARIES, MD & DC	MD	Funded in Investigations
JAMES RIVER CHANNEL, VA	VA	Lack of non-Federal sponsor support.
CHICKAMAUGA LOCK, TENNESSEE RIVER, TN	TN	Lower priority within available IWTF revenues.
JOHN T MYERS LOCKS AND DAM, IN & KY	IN	Lower priority within available IWTF revenues.
KENTUCKY LOCK AND DAM, TENNESSEE RIVER, KY	KY	Lower priority within available IWTF revenues.
MARMET LOCK, KANAWHA RIVER, WV	WV	Lower priority.
SMITH ISLAND ENVIRONMENTAL RESTORATION, MD	MD	Lower priority.
SOUTH SACRAMENTO COUNTY STREAMS, CA	CA	Lower priority.
SACRAMENTO DEEPWATER SHIP CHANNEL, CA	CA	LRR previously funded to completion.
ALTON TO GALE ORGANIZED LEVEE DISTRICTS, IL & MO	IL	No funding required in FY 2013.
ARECIBO RIVER, PR	PR	No funding required in FY 2013.
ATLANTIC COAST OF MARYLAND, MD	MD	No funding required in FY 2013.
BIG SIOUX RIVER, SIOUX FALLS, SD	SD	No funding required in FY 2013.
BROWARD COUNTY, FL (REIMBURSABLE)	FL	No funding required in FY 2013.
CANAVERAL HARBOR, FL	FL	No funding required in FY 2013.
CHESTERFIELD, MO	MO	No funding required in FY 2013.
CHICAGO SHORELINE, IL	IL	No funding required in FY 2013.
CHIEF JOSEPH DAM GAS ABATEMENT, WA	WA	No funding required in FY 2013.
CORTE MADERA CREEK, CA	CA	No funding required in FY 2013.
CROOKSTON, MN	MN	No funding required in FY 2013.
DADE COUNTY, FL	FL	No funding required in FY 2013.
GRAND FORKS, ND - EAST GRAND FORKS, MN	MN	No funding required in FY 2013.
GUADALUPE RIVER, CA	CA	No funding required in FY 2013.
HOLES CREEK, WEST CARROLLTON, OH	OH	No funding required in FY 2013.
HOPKINTON - EVERETT LAKES, NH	NH	No funding required in FY 2013.

HOUSTON - GALVESTON NAVIGATION CHANNELS, TX	TX	No funding required in FY 2013.
INDIANA SHORELINE EROSION, IN	IL	No funding required in FY 2013.
LOCK AND DAM 24, MISSISSIPPI RIVER, IL & MO (MAJOR REHAB)	IL	No funding required in FY 2013.
METROPOLITAN REGION OF CINCINNATI, DUCK CREEK, OH	OH	No funding required in FY 2013.
MT ZION DAM, FULTON CO, IN	IN	No funding required in FY 2013.
OHIO RIVER SHORELINE, IN	IN	No funding required in FY 2013.
PANAMA CITY BEACHES, FL	FL	No funding required in FY 2013.
PINELLAS COUNTY, FL	FL	No funding required in FY 2013.
ROUGE RIVER, MI	MI	No funding required in FY 2013.
SAN ANTONIO CHANNEL IMPROVEMENT PROJECT	TX	No funding required in FY 2013.
SANDY HOOK TO BARNEGAT INLET, NJ	NJ	No funding required in FY 2013.
SANTA PAULA CREEK, CA	CA	No funding required in FY 2013.
SAW MILL RUN, PITTSBURGH, PA	PA	No funding required in FY 2013.
SHEYENNE RIVER, ND	ND	No funding required in FY 2013.
SURFSIDE - SUNSET - NEWPORT BEACH, CA	CA	No funding required in FY 2013.
WALNUT CREEK, CA	CA	No funding required in FY 2013.
WEST SACRAMENTO, CA	CA	No funding required in FY 2013.
WEST VIRGINIA AND PENNSYLVANIA FLOOD CONTROL, PA & WV	PA	No funding required in FY 2013.
WRIGHTSVILLE BEACH, NC	NC	No funding required in FY 2013.
CAPE GIRARDEAU (FLOODWALL), MO	MO	No funding required under current authorization.
HAMILTON DAM, MI	MI	Non-Federal water supply dam
HUNTING BAYOU, HOUSTON, TX	TX	On hold at the request of the non-Federal sponsor.
MANATEE HARBOR, FL	FL	On hold at the request of the non-Federal sponsor.
ST LUCIE INLET, FL	FL	On hold at the request of the non-Federal sponsor.
OZARK - JETA TAYLOR LOCK AND DAM, AR	AR	Power Marketing Agency provided FY2013 funding
AKUTAN HARBOR, AK	AK	Previously funded to completion.
GARRISON DAM, LAKE SAKAKAWEA, ND	ND	Previously funded to completion.
JOHN H KERR LAKE, VA & NC	NC	Previously funded to completion.
LOCK & DAM 25 DAM SAFETY STUDY, MO	IL	Previously funded to completion.
LOCK AND DAM 3, MISSISSIPPI RIVER, MN (MAJOR REHAB)	MN	Previously funded to completion.
LOS ANGELES HARBOR MAIN CHANNEL DEEPENING, CA	CA	Previously funded to completion.
MARKLAND LOCKS AND DAM, KY & IN (REHAB)	KY	Previously funded to completion.
MCALPINE LOCKS AND DAM, OHIO RIVER, KY & IN	KY	Previously funded to completion.
PORT OF LONG BEACH (DEEPENING), CA	CA	Previously funded to completion.
SAND CREEK WATERSHED, SAUNDERS COUNTY, NEBRASKA	NE	Previously funded to completion.
SITKA HARBOR, AK	AK	Previously funded to completion.
TEXAS CITY CHANNEL (50-FOOT PROJECT), TX	TX	Previously funded to completion.
EMSWORTH LOCKS AND DAM, OHIO RIVER, PA	PA	Previously funded to completion. (Major Rehabilitation)
CORPUS CHRISTI SHIP CHANNEL, TX	TX	Previously funded to completion. (Separable element and LRR).
SAN JUAN HARBOR, PR	PR	Requirements unknown/under development.

Subcommittee. Are there any projects included in the budget request that do not meet at least one of the above guidelines? If so, please submit a list of such projects, including a detailed explanation of why funding for each project was included in the budget request.

Assistant Secretary Darcy. Yes. The guidelines referenced in your question are a restatement of previous versions of the Corps construction guidelines. Eight projects funded for construction in the FY 2013 Budget do not meet those guidelines:

Lower Colorado River Basin, Wharton/Onion, TX -- This project is a non-structural flood risk management project and is therefore consistent with current construction guidelines. The updated guideline provides that a non-structural flood damage reduction project will be eligible for funding if it has a BCR of 1.0 or above at a seven percent discount rate.

Delaware River Main Channel, NJ, PA, DE -- This project calls for deepening the existing Delaware River Federal Navigation Channel from 40 to 45 feet and is consistent with updated construction guidelines. The updated guideline reads: "Coastal navigation projects – Consistent with guidance provided in the Statement of Managers accompanying the 2012 Energy and Water Development Appropriations Act, ongoing coastal navigation projects will be eligible for funding to the extent that completion of the project, separable element, or project phase would support jobs or economic activity."

Dredged Material Placement Facilities are budgeted in the construction program, but are funded in order to support the operation and maintenance program. More specifically, the Corps is constructing additional dredged material placement capacity for near-term future maintenance needs at six high commercial use coastal ports:

Jacksonville Harbor, FL
Savannah Harbor Disposal Areas, GA & SC
Tampa Harbor, FL
Wilmington Harbor, NC
Green Bay Harbor, WI
Calcasieu River & Pass, LA

ENVIRONMENTAL PROJECTS

Subcommittee. We've been told that environmental projects were selected for the budget based on a measure of "point values for loss prevention for significant natural resources." What does that actually mean?

It sounds like the environmental projects are selected for the budget based solely on the perceived relative importance of the ecosystem to be restored. Is there any review of cost-effectiveness, or other cost-related measure, of the projects?

In developing a Chief's Report for authorization, the most cost-effective alternative is selected, but is there a minimum cost-effectiveness required? It's not hard to imagine that in some cases even the most cost-effective alternative might still be very expensive. Is there no consideration of this during the authorization or budget process? Should this be considered, particularly in these times of constrained budgets?

Assistant Secretary Darcy. To determine the extent to which an aquatic ecosystem restoration (AER) project is significant, the Corps uses a process that scores seven project characteristics – scarcity, connectivity, special status species, hydrologic character, geomorphic condition, self-sustaining, and plan recognition – meant to identify the quality and need for the project. However, this assessment is only one consideration in determining which AER projects will be included in the budget. Additional factors considered are the project's ecological setting, what may be accomplished within a certain level of funding, and if the project's current phase would be completed with the funding requested.

Because there are no acceptable means to apply monetary values to AER benefits and calculate a benefit-cost ratio, the Corps uses cost-effectiveness/incremental cost analysis (CE/ICA), a two-tiered approach to evaluating each AER project's return on investment. The first step involves identifying a basic alternative, which would address the problem, in whole or in part, at the least cost. The basic alternative must also be cost-effective. The second tier of evaluation is to use incremental analysis to evaluate additional levels of investment may be warranted to produce increased benefits. This technique allows Federal and non-Federal decision makers to determine the appropriate level of total investment for the recommended AER project.

STUDY CRITERIA

Subcommittee. Could you please discuss in more detail how you evaluate studies to determine which are included in the budget request? It would seem that the typical criteria for construction projects – such as benefit-cost ratios and risk to life or critical infrastructure – would not be available yet at the study phase. So what do you look at instead?

Assistant Secretary Darcy. Studies and Preconstruction Engineering and Design (PED) efforts are funded based on the likelihood that they will result in high-performing projects. This involves consideration of 1) the relative expected performance of the potential projects, and 2) the likelihood that the study or PED would result in a project with a willing cost sharing sponsor. For proposals still in the study stage, the data may be limited at first, but become more readily available as the study progresses. For PED efforts, a feasibility report is nearly or already completed. These reports provide detailed analysis of estimated economic, environmental, and safety returns, which the Corps uses to determine eligibility for PED funding. In the FY 2013 Budget, emphasis was also placed on studies and PEDs that could complete that phase of work during the fiscal year.

BENEFIT-COST RATIO UPDATES

Subcommittee. A couple of years ago, it was discovered that there was some inconsistency across districts in updating the benefit-cost ratios of projects. Some improvements were initiated, but could you please provide an update on whether that issue has been fully resolved and how that affected, if at all, the development of the fiscal year 2013 budget request?

Assistant Secretary Darcy. There were no projects that were excluded from the FY 2013 budget as a result of an updated BCR.

On the broader issue of consistency in BCR updates, the issue has been fully resolved. Economic guidance was issued to standardize the process. This guidance identifies when a project BCR should be updated, provides a process to update the BCRs, and provides a process to review and approve the updates. As a result of these periodic updates, some projects now have BCRs that are higher, while others have BCRs that are lower, than previously estimated. For projects funded based on their economic return, this can affect their eligibility for funding.

ADDITIONAL CAPABILITY

Subcommittee. As is the case every year, the Administration believes that the budget request is the optimal use of funds within the Corps as well as government-wide. In the past, Congress has often disagreed with that assessment and increased funding for the Corps in order to help provide the infrastructure necessary for our country's long-term economic growth. This has included maintaining navigation channels to support the movement of goods to building levees and other measures to protect people and businesses from floods and coastal storms.

Ms. Darcy, if this subcommittee is able to find funds in addition to the budget request level for the Corps this year, are there other projects or activities that would benefit our economy that are ready to go and just waiting for federal funding?

Assistant Secretary Darcy. Yes. However, we would not recommend adding any funding for the Corps at the expense of other agencies or purposes, including deficit reduction. Also, within the Civil Works program, our first priority is to fund each of the programs, projects, and activities in the Budget at the proposed level of funding. The Budget estimates reflect a technical assessment by the Corps of the amount needed for a specific set of work. Reducing these estimates through savings and slippage or across the board can impede the ability of our project managers to use appropriated funding effectively and efficiently.

Finally, if additional funding for the Corps were to become available, we suggest an emphasis on operation and maintenance funding and more flexibility in allocating unrequested funds.

Subcommittee. For the record, please provide any available estimates of capability for each additional funds category included in the fiscal year 2012 Act.

Assistant Secretary Darcy. Following is a table showing the total of the Corps estimates of capability for additional funds in each of the categories included on the tables in the conference report accompanying the FY 2012 Energy and Water Development Appropriations Act. The capability estimate for each study or project is the Army Corps of Engineers estimate for the most that it could obligate efficiently during the fiscal year for that study or project. However, each capability estimate is made without reference to the availability of manpower, equipment, and other resources across the Army Civil Works program, so the sum of the capability estimates exceeds the amount that the Corps actually could obligate in a single fiscal year. The Budget allocates funding among studies and projects on a performance basis in a manner that will enable the Corps to use that funding effectively. Furthermore, the overall funding level proposed in the budget for the Army Civil Works program reflects the Administration's assessment of national priorities. Consequently, while the Corps could obligate additional funds for some studies and projects, offsetting reductions within the Army Civil Works program would be required to maintain overall budgetary objectives.

	Above Budget Capability
I - Investigations:	
A. Flood and Storm Damage Reduction (use only for projects that do not fit in B or C)	7,823,000
B. Flood Control / Flood Damage Reduction	92,175,000
C. Shore Protection / Storm Damage Reduction	16,835,000
D. Navigation (use only for projects that do not fit in E, F, or G)	2,300,000
E. Coastal and Deep-Draft Navigation	12,962,000
F. Inland Navigation	19,701,000
G. Small, Remote, or Subsistence Navigation	8,706,000
H. Other Authorized Project Purposes (other than above; use only for projects that do not fit in I or J)	2,100,000
I. Environmental Restoration or Compliance	52,719,000
J. Remote Coastal, or Small Watershed (excluding flood control, shore ptotection, and navigation)	4,502,000
C- Construction:	
K. Flood and Storm Damage Reduction (use only for projects that do not fit in L or M)	26,000,000
L. Flood Control / Flood Damage Reduction	853,226,938
M. Shore Protection / Storm Damage Reduction	279,976,000
N. Navigation	1,011,674,061
O. Other Authorized Purposes (other than above; use only for projects that do not fit in P, Q, or R)	14,729,000
P. Environmental Restoration or Compliance	272,266,000
Q. Environmental Infrastructure	395,840,000
R. Hydropower	24,639,000
O&M:	
S. Navigation Maintenance (use only for projects that do not fit in T, U, or V)	205,416,000
T. Deep-Draft Harbor and Channel Maintenance	1,028,532,000
U. Inland Waterway Maintenance	878,492,000
V. Small, Remote, or Subsistence Navigation Maintenance	1,077,761,590
W. Other Authorized Project Purposes (other than above)	1,095,366,000
MR&T:	
X. Dredging	95,719,000
Y. Flood Control / Flood Damage Reduction	174,010,000
Z. Other Authorized Project Purposes (other than above; includes non-dredging navigation)	169,875,000

SMALL, REMOTE OR SUBSISTENCE NAVIGATION

Subcommittee. Ms. Darcy, as I'm sure you know, there are numerous formula-based and competitive grant programs across the federal government that in some manner take into account equity issues between urban and rural communities. The idea being that just because one area may have a smaller population doesn't mean we can simply ignore its need for assistance. Shouldn't this also hold true for our willingness to provide maintenance dredging at both large and small ports and waterways?

Assistant Secretary Darcy. The Budget focuses on the projects that provide the greatest economic, environmental, and public safety returns to the Nation. Navigation projects were categorized as high, moderate and low commercial navigation use. Harbor maintenance and related work generally is focused on the most heavily used commercial channels (those with at least one million tons of cargo annually), which together carry about 99 percent of the total commercial cargo moving through our ports. Similarly, inland waterways maintenance generally is focused on the most heavily used waterways segments (those with at least one billion ton-miles of traffic), which together account for about 99 percent of the total commercial traffic on the inland waterways, by ton-miles. For both coastal and inland navigation, the low commercial use projects funded in the FY 2013 Budget were selected with the intent to optimize use of the available funds for such projects.

Subcommittee. While it's true that for the most part, the smaller ports and waterways have a smaller impact at the national level, they still positively contribute to the national economy and are often vital to the local and regional economies. Has the Administration given any consideration to developing budget metrics that would better account for the fundamental differences between large and small ports and waterways?

Assistant Secretary Darcy. The Corps uses a range of factors for budgeting for harbors, channels, and waterways with a low level of commercial use. These factors include the need to operate and maintain locks, whether the projects serve as critical harbors of refuge or subsistence harbors, provide public transportation or transport energy commodities, address public safety, or serve U.S. Coast Guard, national defense, or other Federal agencies, and the level of commercial use (albeit less than a medium level of commercial use).

REGULATORY PROGRAM

CLEAN WATER ACT GUIDANCE AND RULE

Subcommittee. It has been widely reported that a draft final guidance document on jurisdiction under the Clean Water Act has been sent to OMB for review, yet no part of a rulemaking has been submitted for review yet.

Is that correct?

Assistant Secretary Darcy. The draft final guidance was submitted by the U.S. Environmental Protection Agency (EPA) to the Office of Management and Budget (OMB) on 17 February 2012 to initiate the regulatory review process under Executive Order 12866. The regulatory review process generally may take up to 90 days. The agencies are following this review process because of the substantial interest by members of the public including the regulated community and environmental organizations.

Subcommittee. Do you still intend to promulgate a rule? Will that happen before or after new guidance is issued?

Assistant Secretary Darcy. The agencies still intend to promulgate a rule.

Subcommittee. What is the planned schedule for both the guidance and the rulemaking?

Assistant Secretary Darcy. A schedule has not yet been established for the proposed rule. Once the final guidance has been cleared by OMB, the agencies will work together to develop implementation guidance (e.g., documentation forms and coordination procedures, etc.) for district and regional office staff. Upon completion of the implementation guidance, the guidance will be signed by the EPA and the Department of the Army.

Subcommittee. Will you begin the rulemaking process with an Advanced Notice of Proposed Rulemaking or do you plan to proceed directly to a proposed rule?

Assistant Secretary Darcy. At this time, our intention is to proceed directly to a proposed rule.

Subcommittee. While the Small Business Regulatory Enforcement Fairness Act does not really apply to Corps of Engineers' rulemakings, it does apply to EPA's. Since the jurisdiction rulemaking has been discussed as a joint effort of the Corps and the EPA, will this rulemaking follow the procedures outlined in the Act to ensure appropriate and effective participation of small businesses?

Assistant Secretary Darcy. The EPA is in the process of deciding how it will comply with the requirements of the Small Business Regulatory Enforcement Fairness Act.

JURISDICTIONAL DETERMINATIONS BURDEN OF EFFORT

Subcommittee. Some interested parties have described the changes in jurisdictional determinations as a shifting of the burden – that prior to the Supreme Court cases, the agencies put the burden on the applicants to prove an area was not jurisdictional, but then the Supreme Court decisions put the burden on the agencies to prove that an area was jurisdictional, and finally, that the draft guidance would have the agencies once again placing the burden on the applicants to prove lack of jurisdiction.

Where does the Administration believe the burden should lie – with the agencies to prove jurisdiction or with individuals to prove non-jurisdiction?

Assistant Secretary Darcy. It is the agencies' responsibility to determine whether a particular wetland, stream, or other type of water is subject to Clean Water Act jurisdiction. If a landowner is uncertain whether a particular wetland, stream, or other type of water is regulated under the Clean Water Act as a "water of the United States," he or she may submit a request for a jurisdictional determination to the U.S. Army Corps of Engineers, the U.S. Environmental Protection Agency, or to a state with approved programs under Sections 402 or 404(g) of the Clean Water Act. In accordance with a 1979 Attorney General opinion, the U.S. Environmental Protection Agency has the ultimate administrative authority to determine which wetlands, streams, or other types of waters are "waters of the United States" for the purposes of the Clean Water Act.

EXTENT OF FEDERAL JURISDICTION

Subcommittee. Does the Administration believe that the Federal government is a government of limited powers under the Constitution and limited authority under the Clean Water Act?

Does the Administration believe that there are any waters or wet areas around the nation that would be considered to be exclusively under State jurisdiction, and not federal Clean Water Act jurisdiction?

Assistant Secretary Darcy. Under the U.S. Constitution, the Federal Government is a government of limited powers. Moreover, Federal authority under the Clean Water Act (CWA) is limited by the words of the CWA itself, by the limitations imposed on Federal Government authority by the U.S. Constitution, and by binding decisions of the U.S. Federal Courts that have interpreted both the CWA statute and the Constitution.

In light of the limitations referenced above, there can be little doubt that some "waters or wet areas around the nation" are not subject to Federal CWA jurisdiction, and thus are exclusively under State jurisdiction. The draft guidance proposed jointly by EPA and the Corps of Engineers clarifies which waters the agencies believe are and are not subject to Clean Water Act jurisdiction given the statute, agency regulations, and several recent Supreme Court decisions.

FISCAL YEAR 2013 INCREASE

Subcommittee. The fiscal year 2013 budget request includes an increase for the Regulatory Program of 6 percent, or $12 million, even while the overall Corps budget is reduced by 5.4 percent. This increase would be on top of almost annual increases for the past several years. One description says the increase is to implement new field level initiatives for Clean Water Act jurisdictional determination, rulemaking and inflation.

Especially without more detail, the thought of new initiatives and rulemaking in this area makes some of us more than a little bit nervous. What are these new initiatives and what exactly would the additional funding being used for?

Assistant Secretary Darcy. Over 97% of the Regulatory Program's proposed fiscal year 2013 budget would be distributed to the 38 Corps Districts to meet all onboard labor requirements, including increases in the cost in doing business and within-grade increases (WGIs) under the General Schedule pay system. These increases are necessary to best implement the program and process permit applications, conduct jurisdictional determinations, perform compliance inspections for authorized activities and mitigation, and process reported violations. Approximately 3% of the proposed fiscal year 2013 budget would be utilized for continued field level support, including specialized training of Corps personnel and technical assistance to Corps districts for technical, scientific and policy development for complex and sensitive issues, including, but not limited to, Clean Water Act guidance and/or rulemaking. The program will strive to continue providing scientific and technical support for programmatic initiatives, including revisions to the Federal regional wetland delineation supplements, the national wetland plant list, and national expansion of the Cumulative Impacts Assessment tool. These initiatives will strengthen our decision-making and ensure regionally consistent implementation of the program. Additionally, funds would be provided for data management upgrades and technical advancements for increased data management, which support workload and program performance including data for aquatic resource impacts and mitigation.

PERMIT PROCESSING TIMES

Subcommittee. The budget again proposes a reduction in FTEs for the Regulatory Program – even under the proposed funding increase. What sort of impact will reduced staffing levels have on the time it takes to process permit applications?

Assistant Secretary Darcy. The overall impact of any reduction in staffing levels will depend on the overall workload in FY 2013. Increases in permit applications coupled with decreasing staff levels could result in delayed permit application processing times.

INNOVATIVE FINANCING

OPTIONS BEING CONSIDERED

Subcommittee. Ms. Darcy, we've heard reports that the Corps and the Administration are exploring "innovative" ways to fund our water resource needs. In a constrained budget environment, every avenue should be examined for benefits. There is concern, however, that the Subcommittee has no visibility on what is being considered. Can you give us a summary of what you are considering and any timeline you might have in mind to discuss your plans with Congress?

Assistant Secretary Darcy. The Administration and the Corps are exploring options for modernizing water resources laws, policies, and practices, including project financing. This effort will be very broad in scope. We want to consider what improvements are possible within existing law and policy, what the limitations of those improvements may be, as well as whether policy revisions or new authorities should be proposed. On the topic of funding, which is a part of this effort, the Administration has already proposed a user fee to help finance inland waterways capital investments. Proposals to change the way that the Nation finances investments in our other program areas may also be considered.

We are open at any time to a discussion with the Congress, our cost-sharing partners, or other stakeholders on your and their suggestions to help us to improve current water resources laws, policies, and practices.

DEEP-DRAFT NAVIGATION

RAMP ACT

Subcommittee. Ms. Darcy, there is significant interest here in Congress in increasing the portion of the Harbor Maintenance Tax that is actually spent on dredging and other eligible activities each year. Has the Administration taken a position on the RAMP Act?

Assistant Secretary Darcy. No. However, we have said that the overall funding level that the Federal government provides for harbor maintenance and related work should be determined independent of the level of the Harbor Maintenance Tax receipts. More specifically, the allocation of these funds should reflect consideration for the economic and safety return on investment, as well as a comparison with other potential uses of the available funds.

RAMP ACT EFFECTS

Subcommittee. While the intent of the RAMP Act is supported by a large number of stakeholders and Members of Congress, concerns have been raised that it would have the unintended consequence of forcing cuts to other portions of the Corps budget. The fiscal year 2013 budget request seems to bear this out. While the budget has been portrayed as focusing on maintenance of our major commercial, coastal ports, that funding comes at the expense of other activities such as flood control. If the RAMP Act were to be enacted, do you believe the Administration would increase the overall Corps budget request or would the additional port maintenance funds come out of other maintenance and construction activities?

Assistant Secretary Darcy. While the Corps could spend more on harbor maintenance and related work, the amount proposed in the Budget for this purpose, which is financed from this trust fund, is an appropriate level, considering the other responsibilities of the Corps for inland navigation, flood risk management, aquatic environmental restoration, hydropower, and the other Civil Works program areas. The Corps continues to develop analytical tools to help determine whether additional spending from this trust fund is warranted based on the economic and safety return, as well as a comparison with other potential uses of the available funds.

REPORT ON POST-PANAMAX INVESTMENT NEEDS

Subcommittee. The fiscal year 2012 Act called for a report on the additional port and inland waterways modernization necessary to accommodate post-Panamax ships. What is the status of this review?

Assistant Secretary Darcy. This effort is well underway. The Corps has held some preliminary listening sessions with various stakeholders, and has begun to work on a first draft of the report.

INLAND WATERWAYS SYSTEM AND TRUST FUND

CREATING A TRUST FUND SURPLUS

Subcommittee. The budget proposes a new fee system for the inland waterways system that, unfortunately, can't possibly be viewed as anything more than a budget gimmick. The proposal would require hundreds of millions of dollars over the next decade in new fees – fees in addition to, not instead of, the existing diesel tax. Yet all the revenue to be raised is shown as reducing the deficit – not as being invested in desperately needed infrastructure improvements.

When folks contribute to a trust fund, they feel entitled to having "their" money spent on the specific purposes of that trust fund. Do you think that's a reasonable opinion?

Assistant Secretary Darcy. The Administration recognizes the need for additional capital investment on the inland waterways. The Budget proposes an equitable way to finance the non-Federal share of this investment, which is the responsibility of the commercial users of these waterways under current law. This new inland waterways legislative proposal is a serious proposal. It is not a gimmick.

More specifically, in September 2011, as part of his Jobs Bill proposal, President Obama transmitted a legislative proposal to the Congress to reform the laws governing the Inland Waterways Trust Fund. The proposal would provide an additional source of financing for major new investments in the inland waterways to support economic growth. It includes a new user fee, which would supplement the revenue collected from the fuel tax, and would increase the total paid by commercial navigation users sufficiently to meet their share of the costs of activities financed from the Inland Waterways Trust Fund.

Due to uncertainty over the timing of enactment, implementation, and collection of fees, and as suggested by the Committees on Appropriations, the Budget limits the amount requested for inland waterways capital investments in FY 2013 based on the amount that the level of receipts to the trust fund under current law will support.

Subcommittee. This new fee proposal seems to be creating for the Inland Waterways Trust Fund the same situation we now have with the Harbor

Maintenance Trust Fund – a large balance that scoring rules will prevent us from accessing fully in the future. Was this scenario considered at all during development of the new fee proposal?

Assistant Secretary Darcy. That is not correct. The proposal is intended only to create a workable balance of funds in the Inland Waterways Trust Fund, not a large balance. The amounts to be collected over the first 10 years reflect an assessment of the likely capital investment needs over that period. Thereafter, the proposal expressly prevents a build-up of unspent revenue by requiring the Secretary of the Army to adjust the fee based on actual capital costs incurred, so any cost reductions would translate over time directly into lower fees.

FISCAL YEAR 2013 FUNDING LEVEL

Subcommittee. The budget appendix shows anticipated revenue from the existing diesel tax and anticipated revenue from the proposed new fee system. Can you please confirm the correct estimates for revenue from both sources?

Assistant Secretary Darcy. The Budget estimates that the Department of Treasury will collect about $95 million from the existing diesel fuel tax in FY 2013 under current law. Most of the additional revenue from the legislative proposal would come from the proposed new fee system, but some would come from applying the existing diesel fuel tax to vessels on all of the inland waterways. The Analytical Perspectives volume of the FY 2013 Budget estimates the revenue effects of the legislative proposal over a 10-year period. For the revenue effects of the new fee system, the estimate appears on pages 221 and 233 of that volume. For the revenue effects of the extension in the applicability of the fuel tax, the estimate appears on page 224.

INLAND WATERWAYS USERS BOARD

Subcommittee. Could you please provide an update on the status of efforts to fill the openings on the Inland Waterways Users Board?

Assistant Secretary Darcy. Representatives are being selected to serve on the Inland Waterways Users Board on an interim basis for one year, while a new permanent selection process is put in place.

OLMSTED LOCKS AND DAM

COST INCREASE

Subcommittee. The budget request reflects a very significant increase in the cost of the Olmsted Locks and Dam project. Could you please explain why the cost of this project has increased so much?

Assistant Secretary Darcy. The Olmsted cost increase is attributed primarily to design changes, differing site conditions, a low initial estimate for constructing the dam using the innovative in-the-wet construction methodology, a longer-than-estimated period of construction, and higher-than-estimated construction cost inflation since 2004.

The Corps of Engineers is working on a Post Authorization Change on the Locks and Dams 52 and 53 Replacement Project (Olmsted Locks and Dam), Illinois and Kentucky. The report re-estimates the project's benefits and costs and on that basis recommends that the Congress raise the authorized level of appropriations for the project to $2.918 billion (October 2011 price levels). This is roughly a 95 percent increase in real terms from the amount now authorized – $775 million (October 1987 price levels). The Budget includes a general provision to authorize this proposed increase in the appropriations ceiling for the project, and provides $144 million to continue construction of the project in FY 2013.

Subcommittee. How confident are you in this most recent cost estimate?

Assistant Secretary Darcy. The cost estimate was developed using a variety of estimating methodologies by a diverse team of experienced USACE cost engineers and Hill International professional cost engineers and schedulers. A Cost and Schedule Risk Analysis was performed to establish the 80-percent confidence level for both cost and schedule. Quality Control and Quality Assurance reviews were performed at various levels of product development. The Corps Directory of Expertise of Cost Engineering for Civil Works and the Support for Others Program certified the project cost estimate on November 9, 2011.

Subcommittee. Did the Corps consult with or otherwise try to take advantage of the expertise of the Cost Assessment and Program Evaluation – or CAPE – office at DOD when developing the new cost estimate for the Olmsted project?

Assistant Secretary Darcy. No, the Cost Assessment and Program Evaluation Office at DoD was not used. Instead, USACE cost engineers developed the revised cost estimate working with Hill International professionals. The Corps certified the revised cost estimate using the Corps' Directory of Expertise of Cost Engineering for Civil Works and the Support for Others Program. It also conducted an Independent External Peer Review of the Post Authorization Change Report, which concurred with the revised cost estimate.

CONSTRUCTION APPROACH

Subcommittee. The decision was made to build this project "in the wet" in part because the original cost estimate was less expensive. Does it make any sense to revisit this decision? If so, could the review be done in time to avoid any further delays on this project?

Assistant Secretary Darcy. Yes, it makes sense, and such a review is underway. The project is currently undergoing a review of the methodology of construction for the dam (in-the-wet vs. cofferdams) and the management controls in place for the cost reimbursable contract.

The Great Lakes and Ohio River Division is scheduled to submit a report with recommendations for how to proceed to Corps headquarters in early summer 2012.

SCHEDULE

Subcommittee. At the old cost estimate, the Olmsted project was expected to be completed in fiscal year 2018. What is the new expected completion date?

Assistant Secretary Darcy. The report estimates that the Olmsted Locks & Dam part of the project will become operational in FY 2020, based on the minimal project features required for the dam to hold the pool and pass navigation through the locks. Physical Completion for the dam contract is projected to be in FY 2021, including contractor de-mobilization and equipment salvage. The remainder of the work, including other required facilities, buildings and grounds, river dikes, demolition of Locks and Dams 52 and 53 and permanent operating equipment is projected to be finished in FY 2024, thus completing the project.

Subcommittee. Is that schedule drawn out due to the funding constraints of the Inland Waterways Trust Fund or is that the earliest possible completion?

Assistant Secretary Darcy. The schedule in the report assumes that the Corps will spend an average of about $150 million per year on this project, consistent with recent funding levels and the level of receipts to the Inland Waterways Trust Fund under current law.

The report estimates that the maximum that the Corps could use efficiently and effectively on the remaining work on this project is around $215 million per year, or roughly $65 million more per year than the $150 million per year funding stream assumed in this report. Enactment of a legislative proposal that provides additional cost-shared funding could cut up to three years from the project schedule, resulting in savings of approximately $150 million.

IMPACT ON THE INLAND WATERWAYS TRUST FUND

Subcommittee. What does it mean for the rest of the inland system to expect Olmsted to monopolize funding from the Trust Fund for so many years? Does this situation do anything to impress upon the Administration the urgency of developing a real proposal to address the Trust Fund shortfall?

Assistant Secretary Darcy. In establishing priorities for capital investment in the inland waterways, the Army considers the recommendations of the Inland Waterways Users Board. The Administration recognizes the need for additional capital investment on the inland waterways. The Budget proposes an equitable way to finance the non-Federal share of this investment, which is the responsibility of the commercial users of these waterways under current law. This new inland waterways legislative proposal is a serious proposal. It is not a gimmick.

More specifically, in September 2011, as part of his Jobs Bill proposal, President Obama transmitted a legislative proposal to the Congress to reform the laws governing the Inland Waterways Trust Fund. The proposal would provide an additional source of financing for major new investments in the inland waterways to support economic growth. It includes a new user fee, which would supplement the revenue collected from the fuel tax, and would increase the total paid by commercial navigation users sufficiently to meet their share of the costs of activities financed from the Inland Waterways Trust Fund.

Due to the low level of receipts to the Inland Waterways Trust Fund under current law, the ongoing cost of the Olmsted Locks and Dam project accounts for roughly 72 percent ($144 million) of total spending on inland waterways capital investment in the FY 2013 Budget and roughly 76 percent ($72 million) of the amount financed from the trust fund. For the Civil Works program as a whole, completing this project is a high priority.

VETERANS JOBS INITIATIVE

CORPS INVOLVEMENT

Subcommittee. Earlier this year, the President announced a Veterans Job Corps initiative, including development of a Veterans Job Corps conservation program. Is the Corps of Engineers a participant in this initiative? If so, what details can you share? Does the fiscal year 2013 budget request support this initiative or will the initiative be formally proposed through other means?

Assistant Secretary Darcy. The Corps of Engineers is a participant in the Veterans Job Corps initiative. The program will help put veterans back to work protecting and preserving America and its resources. The FY 2013 President's Budget included $1 billion to support this initiative over the next five years. It will be administered by the Department of Veterans Affairs (VA) in consultation with a Federal Steering Committee, which will include representation from implementing agencies, including the Corps of Engineers. Funds will be allocated to proposals based on selected criteria.

PRINCIPLES AND GUIDELINES

STATUS OF EFFORTS

Subcommittee. The fiscal year 2013 budget request does not include a new start study for the Water Resources Principles and Guidelines as had been proposed in the past two budgets. Does this mean the Administration has decided not to rewrite these documents after all?

Assistant Secretary Darcy. No. CEQ is leading the Administration's process of modernizing the 1983 Principles and Guidelines. The product of the first step in that revision process – called the Principles and requirements – is currently under review within the Administration. Agency guidelines would be developed following the release of the final Principles and Requirements.

Subcommittee. If not, what is the justification for proposing this activity as a new start study for two years and then when Congress rejects the proposal, trying to bury the funding within another program?

Assistant Secretary Darcy. We concluded that both the support that the Corps has been providing to the interagency effort to update the 1983 Principles and Guidelines, and the preparation of our agency-specific guidelines for the Principles and Requirements (which would apply only to the Corps) are similar to other work that the Congress has funded in the past. Therefore, we decided to request this funding under the long-standing line item for such work.

Subcommittee. Although not stated specifically, the request seems to include $900,000 for this activity. Is that correct? If so, that's an 80 percent increase over last year's request; what is the basis for that increase?

Assistant Secretary Darcy. That is not correct. The $900,000 referred to in the question represents a portion of the $4,000,000 proposed in the Budget for the Planning Support Program. The $900,000 funding will be used for planner resources. This includes, but is not limited to, support for both planning modernization, which will facilitate more efficient, effective, and consistent delivery of planning documents, as well as implementation of revision to the Water Resources Principles and Guidelines.

Subcommittee. Are there any other items Congress has specifically rejected that the budget proposes funding through other means?

Assistant Secretary Darcy. No, but sustainability improvements at operating projects could be viewed that way absent the appropriate context. The FY 2012 Budget proposal included a centrally managed competition for sustainability funds. That approach to meeting existing sustainability requirements is no longer being considered. Instead, project sustainability improvements are now being funded within the operation and maintenance costs of the projects where sustainability work will be done. These necessary, project-level activities will capitalize on current technology to reduce project operation and maintenance costs in the long term. Of total sustainability-related expenditures, only $2.3 million is funded outside of this operation and maintenance approach. That funding is requested within the Natural Resources Management Initiative remaining item.

LEVEES

PUBLIC SAFETY AND COST

Subcommittee. The Subcommittee has heard from a number of communities across the country concerned the Corps has gone too far in trying to eliminate all risks when it comes to levees. They have provided examples of where they believe the Corps is requiring gold-plated levees that these communities simply can't afford. Certainly we don't want to cut corners with public safety just to save a few bucks. At the same time, if the only repairs or improvements acceptable to the Corps are so expensive that nothing gets constructed, that's not good for public safety either.

What is the Corps doing to ensure a balanced policy for prioritizing public safety while still being mindful of cost constraints?

Assistant Secretary Darcy. The design and operations and maintenance standards used by the Corps in its Levee Safety Program help ensure that levees will perform as intended during the next flood event. These standards are based on the most current and best engineering practices. Levees must be properly designed and operated and maintained in order to reduce flood risk to communities living and working behind these levees.

It is recognized, however, that local communities may have limited resources. The Corps works with communities to identify cost-effective risk reduction solutions, through a combination of risk methodologies and good engineering practices. Putting levees in a broader, risk context allows communities to establish priorities among the identified potential actions, within available funding, to reduce risk to public safety. In order to accomplish this objective, the Corps uses risk-informed methodologies that identify the levee safety issues, assess the risks, develop options for managing risks, and prioritize activities. Some flood risk reduction measures, such as wise floodplain land use, community preparedness, and emergency evacuations, are primarily a local responsibility. Using a risk-based decision-making approach takes into account local resources and preferences, and provides a foundation for balanced operational and policy decisions and for prioritizing investments to improve public safety.

To facilitate collaborative risk-based decision-making, the Corps issued a policy in November 2011, known as the System-wide Improvement Framework, which provides eligible levee sponsors an extended period of time to address system-wide levee deficiencies that might require a multi-year effort and coordination among multiple entities. In addition, this policy supports addressing deficiencies prioritized by the highest risk first in order to optimize overall flood risk reduction.

LEVEE CERTIFICATIONS

Subcommittee. What has the Corps done in the past year to better assist and coordinate with FEMA and local communities on issues of levee certifications for flood mapping purposes and periodic inspections to meet the Corps' program requirements?

Assistant Secretary Darcy. Coordination between FEMA and the Corps is now standard practice with regard to levee safety and FEMA accreditation. Over the past several years, both agencies coordinated policies when possible, jointly participated in meetings with stakeholders, and participated in many multiagency efforts such as the National Committee on Levee Safety, the Intergovernmental Flood Risk Management Committee, the Federal Interagency Floodplain Management Task Force, and the Silver Jackets Program.

Part of the Corps periodic inspection process includes the participation of the levee sponsor in the inspection. The Corps works with the levee sponsor to review identified deficiencies and communicate the levee condition to the local community. For deficiencies that are complex, the Corps issued a policy in November 2011, known as the System-wide Improvement Framework, which provides eligible levee sponsors an extended period of time to address system-wide levee deficiencies that might require a multi-year effort and coordination between multiple entities.

The local sponsor is responsible for providing the certification documentation to FEMA. The Corps helps local communities in their efforts to obtain levee certification for flood mapping purposes by providing information such as levee inspections, design documents, or hydrology and hydraulic modeling to assist in the FEMA accreditation process. Where possible, the schedules of the Corps periodic inspections are also coordinated with FEMA's mapping schedule to help streamline the accreditation process.

During Fiscal 2011, FEMA and the Corps signed a joint memorandum providing direction for a variety of outreach activities that were to be conducted jointly by both the FEMA regional offices and Corps district offices. Over 50 joint FEMA/Corps meetings were subsequently conducted involving specific levee sponsors to discuss and resolve issues related to FEMA flood mapping and levees. Several Corps districts and corresponding FEMA regions conduct quarterly interagency meetings to ensure coordination of overlapping activities involving levees. Also, several larger scale levee workshops hosted by the Corps and attended by FEMA were conducted with levee stakeholders. The Corps will continue to work closely with FEMA and local communities on levee related activities.

VEGETATION POLICY

Subcommittee. Can you please provide an update on where you are with the policy on vegetation on levees? What kind of reactions from local sponsors have you gotten to the most recent proposals?

Assistant Secretary Darcy. The Corps has proposed a draft policy defining the process by which a levee sponsor may request from the Corps a permanent variance to current Corps vegetation standards for areas with environmental or Tribal considerations. The Corps first posted this draft variance policy in the Federal Register in February 2010 and received 561 comments from over 100 submitters. Main concerns included potential environment impacts, cost to apply for a variance, difficult technical requirements, and lengthy process. On February 17, 2012, the Corps posted a revised draft vegetation variance request policy in the Federal Register for a second 60-day public comment period ending on April 17, 2012. This revised draft policy reflects review and consideration of the 561 public comments received during the initial public comment period in 2010 and coordination with resource agencies at the national level. The key revisions between the 2010 draft and the current draft include clarification of responsibilities during the request process; clarification of technical requirements so the likelihood of obtaining an approved vegetation variance is identified early in the process; incorporation of language to ensure resource agencies and Native American Tribes are engaged throughout the process; and description of the overlap with other Corps policies.

EVERGLADES RESTORATION

BUDGET PRIORITY

Subcommittee. Most people would say that the amount of funding dedicated to an issue is a reflection of its perceived priority. The budget request once again proposes more than 10 percent of the entire Construction account for the Everglades. It is again the largest line item in the request.

Does the Administration truly believe that Everglades restoration is the #1 water resources issue in the entire country?

Assistant Secretary Darcy. The Everglades is a nationally and internationally unique and ecologically valuable ecosystem for which restoration is a worthy public investment, as indicated by many years of budgetary support across several administrations.

PROGRESS

Subcommittee. The federal government has already allocated more than $2 billion for Everglades restoration, and the Corps' cost estimate shows that we will need to allocate another $3+ billion to complete the restoration. What do we have to show for the funding provided to date?

Assistant Secretary Darcy. The objective of the South Florida Ecosystem Restoration (SFER) Program is to restore, protect and preserve the South Florida ecosystem, including the Everglades, while providing for other water-related needs of the region. The SFER Program includes the Central and Southern Florida (C&SF) Project, the Kissimmee River Restoration Project, the Everglades and South Florida Restoration Project, and the Modified Waters Deliveries Project, which is funded by the Department of the Interior. The C&SF project includes the following separable elements: West Palm Beach Canal (C-51), South Dade County (C-111) and the Comprehensive Everglades Restoration Plan (CERP). The Everglades and South Florida Restoration projects (Critical Projects) include the following separable elements: East Coast Canal Structures, Western C-11 Basin, Seminole Big Cypress, Ten Mile Creek, Tamiami Trail (Western Culverts), Florida Keys Carrying Capacity, Lake Okeechobee Water Retention, Southern CREW, and Lake Trafford.

Restoration work completed and ongoing efforts under the C&SF project include the following:

1. West Palm Beach Canal (C-51): The West Palm Beach Canal (C-51)/STA 1E Project includes flood risk management and water quality improvements. Construction of the project is complete with the exception of repairs to culverts in the Stormwater Treatment Area 1 East (STA-1E).

2. South Dade County (C-111): This project provides ecosystem restoration and flood risk management features along the boundary between Everglades National Park and South Dade County. Approximately 75% of the construction is completed.

3. The Comprehensive Everglades Restoration Plan (CERP): The Comprehensive Everglades Restoration Plan (CERP) encompasses

approximately 18,000 square miles and 16 counties, and extends south of Lake Okeechobee to Florida Bay. The overall purpose of CERP is environmental restoration. It contains multiple components and will restore, preserve, and protect the south Florida ecosystem, and provide for other water-related needs of the region, including water supply and flood protection. Progress is continuing under the CERP and is summarized below:

a. Construction: Four projects are currently authorized and under construction: Picayune Strand, Indian River Lagoon South, Site 1 Impoundment Phase 1, and the Melaleuca Eradication Facility.

i. Picayune Strand: Picayune Strand restores wetlands to a more natural condition after they were drained to build a subdivision that was never built. The benefits realized from the construction of this project include: the restoration of 55,000 acres of Everglades habitat, improving aquifer recharges to protect water supply and prevent saltwater intrusion, restoration and enhancement of habitat for fish and wildlife resources, including threatened and endangered species, reducing drainage of the adjacent Fakahatchee Strand State Preserve, reducing or eliminating over-drainage of adjacent sensitive ecosystems, and reducing freshwater releases. The project consists of plugging the canals that originally drained the wetlands, removing roads in the area, and constructing three pump stations (Merritt Pump Station, Faka Union Pump Station, and Miller Pump Station). In FY 2012, the Merritt Pump Station is expected to complete. In FY 2013, we expect to complete construction on the Faka Union Pump Station, removal of 90 miles of roads, and plugging of 8 miles of canals. Picayune Strand's remaining components are in PED, including the Miller Pump Station, protection features, removal of another 65 miles of road, and plugging of 13 additional canal miles. These items are expected to complete in FY 2016.

ii. Indian River Lagoon South: The project will improve water quality within the St. Lucie Estuary (SLE) and the Indian River Lagoon (IRL), the most biodiverse estuarine system in all of North America, by reducing the damaging effects of watershed runoff, reducing high peak freshwater discharges to control salinity levels, and reducing nutrient loads, pesticides and other pollutants. The project will also provide water supply for agriculture to offset reliance on the Floridian Aquifer. The IRL-S project is under construction, and the first element being constructed is the initial contract for the C-44 reservoir, one of the highest priority components of the project. The C-44 component of this project is expected to complete in FY 2018.

iii. Site 1 Impoundment Phase 1: This project includes clearing and dewatering activities, establishing onsite borrow and disposal areas, earthwork modifications to 15,000 linear feet of the existing L-40 levee, and construction of a six-acre wildlife wetland area and auxiliary spillway. The benefits realized will include reducing the amount of seepage loss from the adjacent Loxahatchee National Wildlife Refuge (LNWR), also known as Water Conservation Area 1. This reduced seepage will help increase the amount of water that remains in the natural system, especially during dry periods, thus allowing the ecological habitat to improve in the LNWR. Phase I of the Site 1 Impoundment is under construction and expected to complete in FY 2013.

iv. Melalueca Eradication and Other Exotic Plants: To date, the Corps has used physical and chemical techniques to control exotic invasive plant species. Biological controls for exotic invasive plants are being pursued through a joint effort between the Corps, the Department of Agriculture, U.S. Department of Interior and the South Florida Water Management District. These agencies are working to design and build a facility for the cultivation of insects that can reduce or stop the reproductive capacities of exotic invasive plants. The USACE effort is to construct an annex to an existing bio-control facility. The facility is scheduled to be completed in FY 2012, and it will allow USDA to produce biological control agents. The first biological control releases are scheduled for FY 2014.

b. Pilot Projects: Four Pilot Project Implementation Reports have been completed, three Aquifer Storage Recovery (ASR) pilot projects have been installed, and two continue cycle testing which will provide data to assess the feasibility of ASR as a significant water storage component. The pilot projects will provide lessons learned from new technologies and allow for future design refinements throughout the system.

c. Project Implementation Reports (PIR): In addition to the four projects under way, two additional PIRs are now complete: Caloosahatchee West Basin Reservoir (C-43) and the C-111 Spreader Canal. Two additional PIRs are scheduled for completion in FY12: Biscayne Bay Coastal Wetlands and Broward County Water Preserve Area. In addition, the Central Everglades Planning Project (CEPP) was initiated in FY2012 as an expedited pilot project study. The goal of CEPP is to deliver a finalized report within two years for a suite of restoration projects in the central Everglades. These PIRs identify the next highest priority increments of restoration and the best use of the Federal investment in restoration of the Everglades.

d. RECOVER (REstoration COordination & VERification) and Adaptive Assessment and Monitoring Activities: RECOVER provides essential support to the Comprehensive Everglades Restoration Plan (CERP) in meeting its goals and purposes by assuring that sound science is available for use by project teams and decision makers by: applying a system-wide perspective to the planning and implementation of the CERP; and conducting scientific and technical evaluations and assessments for improving CERP's ability to restore, preserve and protect the south Florida ecosystem while providing for the region's other water-related needs. Adaptive Management is a structured management approach for addressing uncertainties by testing hypotheses, linking science to decision making, and adjusting implementation, as necessary, to improve the probability of restoration success. RECOVER assists project development teams in development of meaningful performance measures that are used to compare alternatives and, following project implementation, evaluating project success or recommending modifications that may improve project performance and also communicates and coordinates the results of these evaluations and assessments to managers, decision makers and the public. Accomplishments to date include:

i. Completion and implementation of a System-wide baseline monitoring plan.
ii. Two System Status Reports. These providing the basic science underpinnings for planning restoration targets.
iii. Development of Performance Measures used to assess individual project success, as well as their contribution toward the restoration of the total system.

iv. Development of adaptive management processes that can be used by project teams to address uncertainties that may exist and reduce associated risks.

4. Kissimmee River Restoration Project: The Kissimmee River Restoration project involves backfilling a total of 22 miles of canals to reestablish wetland conditions to the historic floodplain. To date, 13 of the 22 miles are complete, resulting in the restoration of 14,500 acres. The restoration has been extremely successful and has resulted in: thriving wetland plants; the return of wading birds such as the white ibis, great egret, snowy egret, and little blue heron; the return of eight shorebird species; reestablished sand bars which provide new habitat for invertebrates and shorebirds; and increased dissolved oxygen concentrations similar to those in relatively pristine rivers in south Florida.

5. Everglades and South Florida Restoration Project (Critical Projects): These Critical Projects are defined as providing immediate, independent, and substantial restoration benefits; having a local sponsor and not being authorized components of the Central and Southern Florida (C&SF) Project. Nine projects were included within the Critical Projects. Three have been completed, and another three are under construction.

   a. East Coast Canal Structure: This completed project constructed a gated water control structure (S-380) on the C-4 canal in Dade County, Florida immediately southeast of the Pennsuco Wetlands. This structure allows the canal to maintain water levels to create and preserve wetlands and allow for aquifer recharge.
   b. Florida Keys Carrying Capacity Study: The completed carrying capacity study developed information that allowed for improved decision-making on development approvals and infrastructure investments, and how such actions impact the ecology and natural system in the Florida Keys and Florida Bay. Through the study, a decision-making tool was developed that provides a comprehensive basis for coordinating and strengthening local, State, and Federal agency water and land related planning efforts. The study was completed and the decision tool was provided to the sponsor in March 2003.
   c. Western C-11 Water Quality Improvement: The completed project has improved the quality and timing of stormwater discharges to the

Everglades Protection Area by separating clean seepage from urban runoff waters and pumping the clean water back into Water Conservation Area 3A.

d. Seminole Big Cypress Water Conservation Plan: The project purpose is to improve quality of agricultural water runoff within the Reservation; improve wetland hydrology; restore water storage capacity, and return native vegetation. In addition, this project will mitigate flood risk and promote water conservation on the Reservation. Four basins were identified for construction; of those, one is complete, and another is under construction.
e. Lake Okeechobee Water Retention/Phosphorus Removal: The project will provide increased regional water storage and restoration of wetland functions north of Lake Okeechobee. Construction for the Lake Okeechobee Water Retention and Phosphorus Removal Nubbin Slough and Taylor Creek portion was physically completed in 2006, and the interim construction and testing phase is in progress. The entire project is scheduled for completion in 2012.
f. Ten Mile Creek: Construction was initially completed in 2006. Due to litigation, this project is currently on hold.

6. Modified Water Deliveries to Everglades National Park: This project, which is crucial to restoring ecosystem productivity in the southern Everglades and maintaining adequate freshwater inflow to downstream estuaries, is executed by USACE, but is funded by the Department of the Interior. Completion of several project features is necessary to implement certain additional work under the CERP program. The construction of flood mitigation for the 8.5 Square Mile Area is scheduled for completion by the end of 2012. Construction on the Tamiami Trail bridge and roadway modifications are scheduled for completion in December 2013.

EXPEDITED STUDY PROCESS

Subcommittee. Last fall, the Corps announced that the Central Everglades planning project was selected to be part of the fast-track planning pilot program. The budget justification doesn't specifically list the Central Everglades planning project, though. Is there funding proposed for this study in fiscal year 2013?

Assistant Secretary Darcy. Yes, funds are included for the Central Everglades Planning Project (CEPP) in the President's budget for Fiscal Year 2013. These funds will be used to complete the pilot study to include final report preparation, appropriate internal and independent external reviews, Civil Works Review Board and a signed report by the Chief of Engineers.

Subcommittee. If so, under which activity is it included?

Assistant Secretary Darcy. Proposed funding for the Central Everglades Planning Project (CEPP) is included in the Comprehensive Everglades Restoration Plan (CERP) Design line item activity.

Subcommittee. Would you please submit the breakout of that activity for the record?

Assistant Secretary Darcy. The FY2013 President's Budget includes $6 million for the CEPP for development of alternatives, plan evaluation and comparison, plan selection, and a draft Project Implementation Report.

NEW WILDLIFE REFUGE

Subcommittee. The Fish and Wildlife Service has proposed a new wildlife refuge – the Everglades Headwaters refuge. Would creation of this refuge have any impact on the Corps' planned restoration activities?

Assistant Secretary Darcy. The proposed new refuge, located in the Kissimmee River valley north of Lake Okeechobee, is not expected to impact ongoing restoration activities, but would complement and enhance the Kissimmee River project.

Subcommittee. Would it cause you to have to restudy or redesign or reprioritize any activities?

Assistant Secretary Darcy. At this time, the establishment of the refuge appears to be consistent with the Corps' restoration program and will not cause the Corps to restudy or reevaluate completed plans or redesign completed, approved, and authorized projects. Further, it does not appear that restoration activities would need to be reprioritized due to the refuge's establishment, but the establishment of the refuge should be explicitly considered when updating the Everglades Restoration Integrated Delivery Schedule to ensure that the refuge's effects are optimized with the overall Everglades Restoration management effort. The refuge may contribute greater flexibility to future operational planning efforts (through the ability to store water on refuge lands) and may contribute additional benefits to the Kissimmee River and Lake Okeechobee watershed through pollutant load reduction. Because of this, future operations plan updates for the Central and Southern Florida project (including Kissimmee River project features) would need to incorporate the conditions provided by the refuge.

COST INCREASES

Subcommittee. The budget documents mention that there are at least a couple of ongoing post authorization change reports to update cost estimates of various components of the Everglades restoration. What is the status of each of those reports and what kind of order of magnitude of cost increases are we expecting?

Assistant Secretary Darcy. Post Authorization Change Reports:

The Corps is currently conducting two post authorization change (PAC) reports under the South Florida Ecosystem Restoration Program, one for the Kissimmee River Restoration Project and the other for the CERP Site 1 Impoundment project.

The Kissimmee River Headwaters Revitalization Project requires a Post Authorization Change (PAC) report to increase the authorized project Section 902 Limit due to increased land acquisition costs. The PAC report is scheduled for completion in FY 2013.

The original authorized cost for the Comprehensive Everglades Restoration Plan Site 1 Impoundment project is $80,840,000. Subsequent to authorization, the project was divided into two phases. Phase 1 is currently under construction and includes modifications to the L-40 levee. A PAC report was being developed for the Phase 2 portion of the project because the current construction estimate exceeds the Section 902 limit for the project. However, efforts to complete the PAC report are currently on hold at the request of the Non-Federal Sponsor.

Subcommittee. For the record, please provide the committee with a complete list of all feasibility studies, post authorization change reports, project implementation reports, and other studies that may lead to additional or amended authorizations that are being undertaken under the South Florida Ecosystem Restoration Program. Please include the study name, source of authorization, brief summary of what is being studied and how the project would contribute to restoration goals, study cost estimate, study schedule, and any available construction cost estimates.

Assistant Secretary Darcy. Six project implementation reports (PIRs) and one post authorization change report (PACR) are either complete, nearing completion, or underway that may lead to additional authorizations. All the CERP PIRs are authorized under WRDA 2000 subsection Section 601 (d) for future CERP projects. The PIRs and the Kissimmee PACR are summarized below.

1. CERP Caloosahatchee River (C-43) West Basin Storage Reservoir (WBSR):

The focus of the C-43 PIR is stabilizing the salinity levels in the Caloosahatchee Estuary. During the dry season, discharges from the Caloosahatchee River are low and consequently the salinity levels in the Estuary rise. Conversely, during the wet season fresh water discharges from C-43 are high and salinity levels in the estuary decline. Constructing and operating a reservoir would reduce the extreme salinity changes in the Caloosahatchee Estuary by providing a more consistent flow of fresh water discharging at S-79 into the Caloosahatchee River Estuary. The recommended plan includes a 10,000 acre reservoir with associated pumps and channels.

The PIR recommends a project that significantly contributes to two of the ecologic goals and objectives of the CERP: improving habitat and functional quality and improving native plant and animal species abundance and diversity. In addition, it contributes to the socioeconomic objective of providing recreational and navigation opportunities. Scientists have established that a mosaic of uplands, freshwater marsh, deep water sloughs, and estuarine habitats supporting a diverse community of fish and wildlife was one of the defining characteristics of the pre-drainage Everglades ecosystem. Currently in south Florida, habitat function and quality has significantly declined in remaining natural system areas due to water management projects and practices, resulting in a loss of suitable nesting, foraging, and fisheries habitat and a decline in native species diversity and abundance.

The total project construction cost included for the recommend plan in the PIR is $573,322,000. This cost includes planning, engineering and design (PED) work in advance of the construction authorization. The PIR study cost was $11,296,000. The Chief's Report and Record of Decision have been signed. The project is pending Congressional Authorization.

2. CERP C-111 Spreader Canal Western Project:

The primary purposes of the project are to reduce seepage losses from Everglades National Park, improve water deliveries and enhance the connectivity and sheetflow in the Model Lands and Southern Glades areas, reduce wet season flows in the C-111 Canal, and decrease potential flood risk in the lower south Miami. Six study objectives were identified in the PIR: improve flow patterns, hydroperiods and ecological connectivity of the Southern Glades, Model Lands and adjacent natural areas; improve habitat, functional quality of existing natural areas and increase spatial extent where practicable; improve native plant and animal species abundance and diversity; reserve sufficient water for the restoration of the natural system; eliminate ecologically damaging flows through C-111 Basin to Barnes Sound and Florida Bay; and provide ecologically compatible water quality consistent with restoration goals and federal and state requirements applicable to the Southern Glades, Model Lands and the Everglades National Park.

The recommended plan in the C-111 Spreader Canal Western Project PIR includes features with a total estimated project construction cost of $164,832,000. This cost includes PED work in advance of the construction authorization. The study cost was $12,167,000. The project Chief's Report was signed in January 2012 and the PIR is expected to complete Administration review and be formally transmitted to Congress in July 2012.

3. CERP Biscayne Bay Coastal Wetlands (BBCW):

The Biscayne Bay Coastal Wetlands study examined the causes of nearshore hypersalinity and coastal wetlands degradation with the objectives of restoring more natural patterns of freshwater delivery into Biscayne Bay. Six objectives were identified for the Biscayne Bay Coastal Wetlands Project: reestablish productive nursery habitat along the shoreline; redistribute freshwater flow to minimize point source discharges to improve freshwater and estuarine habitat, restore and improve quantity, quality, timing, distribution of freshwater to the bay, including Biscayne National Park; preserve and restore spatial extent of natural coastal glades habitat; reestablish connectivity between Biscayne coastal wetlands, C-111 Basin, Model Lands, and adjacent basins; and restore nearshore and saltwater wetland salinity regimes.

The total project construction cost included in the PIR recommend plan is $191,208,000. This cost includes PED work in advance of the construction authorization. The study cost estimate is $15,372,000. The Chief's Report is expected to be signed in April 2012, and the ROD is expected to be signed in late Summer 2012.

4. CERP Broward County Water Preserve Area (BCWPA):

The purpose of the BCWPA study is to investigate alternative plans to control and reduce seepage losses from the Water Conservation Areas (WCAs) while maintaining surficial aquifer flow through groundwater recharge and to evaluate alternatives to capture and store urban stormwater water that is currently discharged into the WCAs and release it at the appropriate times to meet agricultural, municipal, environmental and saltwater intrusion prevention demands for water supply. Overall, this study will recommend a plan that will provide management of excess water and promote retention of water within the natural system for Everglades's restoration goals to improve the quality, quantity, timing and distribution of water flows in the natural system.

The total project construction cost included for the recommend plan in the PIR is $836,732,000. This cost includes PED work in advance of the construction authorization. The study cost estimate is $29,975,000. The final PIR has been completed and the Chief's Report is scheduled to be signed in early Summer 2012.

5. CERP Central Everglades Planning Project (CEPP):

The purpose of the CEPP is to restore the habitat in the Everglades ecosystem and Florida Bay, by improving the quantity, quality, timing and distribution of water flows to the central Everglades (WCA 3 and ENP). The CEPP will develop project features that provide for storage, treatment of new water diverted to the natural system as appropriate, and conveyance south of Lake Okeechobee, removal of canals and levees within Water Conservation Area 3 (WCA 3), and seepage management features to retain water within the natural system.

The CEPP will be composed of groups of project components that were originally recommended in the 1999 CERP Comprehensive Review Study, including the following components:

- Everglades Agricultural Storage Reservoirs
- Flow to Northwest and Central Water Conservation Area 3A
- Water Conservation Area 3 Decompartmentalization and Sheetflow Enhancement
- Dade-Broward Levee/Pennsuco Wetland

- L-31N Improvements for Seepage Management and S-356 Structures
- Everglades Rain-Driven Operations

The CEPP has been approved to participate in the USACE Pilot Study Process and was initiated in November 2011. It is scheduled to be completed in July 2013.

6. Kissimmee River Restoration Project Post Authorization Change Report:

The Water Resources Development Act (WRDA) of 1992 authorized the Kissimmee River, Florida Project. The Kissimmee Basin includes 3,000 square miles stretching from Orlando to Lake Okeechobee in central Florida. The project involves the ecosystem restoration of the historic floodplain to reestablish wetland conditions. The project includes 22 miles of backfilling of canals. The Kissimmee River Restoration Project was authorized as two separate projects in the Water Resources Development Act (WRDA) of 1992: the Kissimmee River Headwaters Revitalization Project and the Kissimmee River Restoration Project. The primary goal of the Kissimmee River Restoration Project is to restore the ecology and integrity of the altered ecosystem by re-establishing the historic hydrologic conditions, recreating historical river/floodplain connectivity, and recreating the historic mosaic of the wetland plant community.

The Kissimmee River Headwaters Revitalization Project requires a Post Authorization Change (PAC) report to increase the authorized project Section 902 Limit due to increased land acquisition costs. The PACR is scheduled for completion in FY 2013.

7. Loxahatchee River Watershed Restoration Project

The purpose of the Loxahatchee River Watershed Restoration Project (formerly known as North Palm Beach County - Part 1) is to capture, store and treat excess water that is currently discharged to the Lake Worth Lagoon and use that water to enhance the Loxahatchee River and Slough and provide for water supplies to the West Palm Beach Water Catchment Area. Excess canal water would be back-pumped through existing and proposed water control structures and canals to the stormwater treatment areas, which would provide water quality treatment prior to discharge into the West Palm Beach Water Catchment Area. During plan formulation process, objectives discussed in relation to several CERP elements in the study area were combined into a single project with five study sub-areas. The study is currently in the early stages of development.

ADAPTIVE MANAGEMENT

Subcommittee. The budget documents do not list proposed funding specifically for adaptive management. Do you know what is proposed for fiscal year 2013?

Assistant Secretary Darcy. Funds in the amount of $4,000,000 are included for Adaptive Assessment and Monitoring (AA&M) in the President's budget for Fiscal Year 2013 under the Comprehensive Everglades Restoration Plan (CERP) Design line item. These funds will be used to continue the Monitoring and Assessment Plans (MAP) initiative and continue data management.

Subcommittee. How much has been allocated to adaptive management through fiscal year 2012?

Assistant Secretary Darcy. Through FY 2012, $55,500,611 has been allocated to the CERP AA&M program in Federal Construction Appropriations.

CREDIT FOR NON-FEDERAL WORK

Subcommittee. The budget justification states that the local sponsors have elected to fund more than 50% of the project costs for some of the Everglades and South Florida Restoration projects in order to complete the projects even though the statutory federal cap has been reached. Are the local sponsors getting credit on other projects within the overall Everglades restoration for this additional funding?

Assistant Secretary Darcy. The CERP program allows for programmatic crediting across projects in the plan. However, credits are limited by any Federal Cap on project costs and cost-sharing requirements. If the sponsor contributes funds or in-kind activities beyond the federal funding cap, the local sponsors will not receive credit for work performed over and above the 50/50 cost share percentage or beyond any project cap. At their own discretion, the South Florida Water Management District has elected to move forward with construction on some projects, recognizing that they will not receive credit for incurring expenses above their 50% share of total project costs.

Subcommittee. If so, doesn't that defeat the purpose of having a federal cap on funding for these Everglades and South Florida Restoration projects?

Assistant Secretary Darcy. The funding cap still applies to projects and limits Federal investment. The local sponsors will not receive credit for work performed over and above the 50/50 cost share percentage based on the federal funding cap nor above any Federal cap.

RECREATION

AMERICA'S GREAT OUTDOORS INITIATIVE

Subcommittee. Ms. Darcy, the Administration continues to tout its "America's Great Outdoors Initiative" to increase recreational access and opportunities on federal lands and waters. One might think that the Corps, as the number one federal provider of water-based outdoor recreation, would play a large role in this initiative, but the budget request is down once again. The budget request would seem to lead to numerous full or partial park closures. Is that correct? Can you provide any details of the impacts of the budget request of Corps' recreational facilities?

Assistant Secretary Darcy. The FY 2013 recreation program funding level will lead to closures of some Corps-managed recreation areas and other reductions in visitor recreation services at Corps projects. Divisions, districts, and project operation managers are responsible for assessing existing facilities and determining closures or significant changes in park operations at individual projects and within a region. Through this process, the Corps will identify closures that result in the least impact to the public and will continue to proactively engage the public through public meetings at the affected areas.

Subcommittee. How many parks will close?

Assistant Secretary Darcy. The Corps manages approximately 2,500 parks at 422 projects. The proposed level of recreation funding would result in full closure of 16 parks and partial closure of 135 parks. A partial closure involves closure of specified areas or facilities (e.g., boat launch facilities, picnic areas, and campgrounds) within the park or closure at certain times of the year.

Subcommittee. How will the Corps prioritize which parks to close and which parks to keep open?

Assistant Secretary Darcy. These decisions will be guided by the Recreation Strategic Plan completed in 2011. The USACE recreation self-assessment tool contains a single national pool of performance information, including costs and benefits. This tool provides a means for Divisions, with support from the Districts and/or regional project delivery teams, to assess park and project operational efficiencies to identify proposed operational changes (e.g. park closures, leases, shortened operating seasons, service level adjustments, etc.). Subsequently, Headquarters and Division Recreation Business Line Managers integrate the results of the assessments into a comprehensive national assessment and identify national implementation actions and a communication plan. The national assessment results become a component of the overall recreation program strategy.

Subcommittee. How many and which services will be cut?

Assistant Secretary Darcy. Service reductions may result from inability to operate an area at acceptable safety or service standards, mechanical breakdowns, or inability to maintain compliance with public health and environmental regulations.

Visitor service levels must meet minimal public health and safety standards, or the recreation area will be closed. Such visitor services include:

a. cleaning restrooms, showers, toilets, buildings
b. mowing areas around buildings, facilities, sites, beaches, playgrounds
c. uniformed Corps ranger patrols, contract law enforcement
d. volunteer, contractor or Corps employee staffing a gate on site during 3 peak visitation months
e. urgent repairs to problems rendering a facility or site unusable

Subcommittee. Will this reduction in funding affect public safety, including water safety? If so, to what extent, and how will this be managed?

Assistant Secretary Darcy. Visitor safety is the highest priority, and the Corps will continue to commit the necessary resources to programs that provide visitor assistance, water safety programs, and patrols in Corps operated areas. The proposed level of funding may result in the loss of 41 permanent and 273 seasonal staff. This may reduce maintenance and our ability to interact with visitors, including fewer water safety programs and park ranger patrols.

INNOVATIVE APPROACHES TO PROVIDE RECREATION OPPORTUNITIES

Subcommittee. Since your budget request continues to fall year after year, is the Corps doing anything to identify opportunities for innovative approaches to try to lessen impacts to public recreation opportunities?

Assistant Secretary Darcy. Under the Recreation Strategic Plan (April 2011), the Corps began changes in the way it delivers recreation, but not its role as a major federal, water-based recreation provider. The plan addresses the challenges of increasing demands on the Corps resources and facilities and provides direction and guidance to transform and reposition the recreation program for the future.

The plan identifies a set of on-going or potential actions that will improve the efficiency of the recreation program, including development of new analysis tools, managerial decision-making support systems, data inventories, web-based systems, and communications and public outreach materials. Examples of recreation program objectives include:

a. Reshape delivery of recreation opportunities within fiscal and human resource capabilities while maintaining public access to the water.
b. Improve the efficiencies of operations through the budget allocation process.
c. Increase use of partnerships as a means to sustain the levels of public service.
d. Expand training, development, and succession planning for the workforce.
e. Improve the tools and capabilities of field level managers to make needed operational changes.
f. Increase use of volunteers to assist in operational activities and stewardship at recreation areas.
g. Update policies and regulations related to shoreline management, leases, partnerships, and more.
h. Evaluate current authorities and identify needed changes for fee retention, cooperative management, and partnerships.

NEW ORLEANS HURRICANE PROTECTION

FUNDING

Subcommittee. Last year's budget request included legislative language to allow for a transfer of funds between accounts to be able to complete the New Orleans hurricane protection efforts. During development of the fiscal year 2012 bill, the Subcommittee was told that the Corps was planning to reprogram funds within accounts, and therefore the amount to be transferred might be less than originally anticipated. The original legislative language was included as a precaution. Have you reprogrammed or transferred any of these funds yet? What are your plans and schedule for completing this work?

Assistant Secretary Darcy. To date, the Corps has not yet transferred or reprogrammed any of these funds. However, the Corps continues to assess the requirements for completing the New Orleans hurricane protection efforts, and may consider transferring or reprogramming funds to maintain construction schedules for the West Bank and Vicinity (WBV) project, Permanent Canal Closures and Pump Stations, and Armoring. We would do so from within the funds that the Congress has already appropriated.

This year marks the seventh hurricane season since Hurricane Katrina occurred in August 2005. In close collaboration with partners and sponsors, significant progress has been made on the ongoing reconstruction, restoration and improvement effort for the Hurricane and Storm Damage Risk Reduction System of the Greater New Orleans (HSDRRS) area. As of September 2011, the HSDRRS was capable of reducing the risk from a 100-year storm surge, or a storm that has a 1% chance of occurring in any given year. The system is stronger and more resilient than prior to Katrina and at any time in history. The planning, design, construction and contracting effort to accomplish this massive construction project in such a short time frame is immense.

For Fiscal Year 2012, $1.3 billion is scheduled for obligation for execution of projects to improve internal drainage and to reduce the risk to the greater New Orleans, Louisiana, area from storm surges that have a one percent annual chance of occurring. This work includes restoring and completing construction of hurricane and storm damage reduction features in surrounding areas to previously authorized levels of protection and the incorporation of certain non-Federal levees into the Federal system. Approximately 21 construction contracts are scheduled to be awarded in Fiscal Year 2012. The State of Louisiana is the cost-sharing partner and will operate and maintain the projects after construction. It is estimated that $2.5 billion in supplemental appropriations will be carried over into Fiscal Year 2013 for use on the ongoing HSDRRS reconstruction, restoration and improvement effort. These funds will be used to award 13 construction contracts valued at $345 million. This work will also include continuing construction of permanent canal closures and pumps and continuing construction in the New Orleans to Venice project in Plaquemines Parish as well as interior storm drainage.

OPERATION AND MAINTENANCE ACCOUNT PROGRAMS

SUSTAINABILITY AND ENERGY

Subcommittee. Ms. Darcy, last year's budget proposed a new Sustainability and Energy program in the Operation and Maintenance account. Congress chose not to fund the program. It does not appear in the budget this year – did you really decide not to pursue these activities or have you simply shifted them to another line item in order to get around a possible continuation of the no new starts policy?

Assistant Secretary Darcy. While the USACE Sustainability and Energy "program" was a proposed new start in FY 2012, sustainability and energy requirements—which stem from Executive Order 13514— were not new starts in FY 2012 and are not new starts in FY 2013. Sustainability and energy efficiency are long-standing requirements essential for managing and reducing the lifecycle operating costs of our facilities, vehicles and vessels. In FY 2012, our proposal for meeting existing sustainability and energy requirements was a centrally funded and managed competition for Sustainability and Energy funds. However, that is no longer being considered, and in FY 2013, we are integrating sustainability and energy requirements into the operation and maintenance amounts for the projects and activities where the work will be done. This is more consistent with USACE budgeting practices, and it reflects the Corps of Engineers' perspective that sustainability and energy efficiency requirements are an integral part of every mission, activity, and function of the agency.

REDUCING CIVIL WORKS VULNERABILITY

Subcommittee. The budget proposes a new start in the Operation and Maintenance account – Reducing Civil Works Vulnerability. The justification is not very specific as to what this program is for or what activities will occur with this funding. Could you please explain the intent and activities of the program in a little more detail?

How is this program different from the Response to Climate Change at Corps Projects program?

Assistant Secretary Darcy. The Response to Climate Change Program addresses the observed and projected impacts of climate change and variability on Civil Works projects, programs, missions, and operations. It focuses heavily on operational aspects and water management control activities to support effective response and adaptation to climate change on a local to basin-wide scale.

The Reducing Civil Works Vulnerability Program will address the dynamic changes facing the Corps and its projects and programs, including changes in demographics, land use and land cover, social values and social vulnerability, economic conditions, ecosystem habitat suitability, and aging infrastructure that arise independently from climate change and variability. These changing conditions could interact with each other, or with climate change and variability, in ways that increase the vulnerability of Civil Works projects, programs, missions, and operations. This effort will result in development of comprehensive solutions for USACE missions and operations, to reduce vulnerabilities and improve resilience. This requires close coordination with complementary activities, including Responses to Climate Change, Flood and Coastal Storm Damage Reduction, Navigation, Ecosystem Restoration, Hydropower, Recreation, Emergency Management, and Water Supply.

INTERAGENCY PERFORMANCE EVALUATION TASK FORCE

Subcommittee. After Hurricane Katrina, the Interagency Performance Evaluation Task Force was charged with looking at the technical issues surrounding the levee failures in New Orleans. Another group was charged with reviewing the policy and decision-making process that led to the system that was in place at the time. It is now six and a half years after Katrina yet funding remains in the budget request, at an even higher level than in the past. The justification shows an allocation of about $12 million through fiscal year 2012, but an additional $53 million in funding needed to complete.

What exactly is this funding for? Do you envision this as a permanent line item in the budget or is there a definitive endpoint to the proposed activities?

Assistant Secretary Darcy. The Interagency Performance Evaluation Task Force (IPET) assessment reviewed the technical issues associated with the infrastructure performance during Hurricane Katrina. The Hurricane Protection Decision Chronology (HPDC) reviewed the policy and decision-making associated with the New Orleans hurricane protection system over several decades leading up to Katrina. Those two assessments were the drivers for the Chief of Engineers announcement of the "12 Actions for Change" initiative in August 2006. That strategic program was initiated to incorporate the lessons learned from the two post-Katrina assessments into Corps policy, practice and culture in order to modify the way the Corps plans, designs, constructs and maintains its infrastructure. The ongoing program continues to be funded under the Interagency Performance Evaluation Task Force / Hurricane Protection Decision Chronology (IPET/HPDC) Lessons Learned Implementation remaining item. This is an ongoing program, aimed at continuous learning and application of lessons from Katrina and subsequent experience.

The strategic program continues being executed by four national teams. The four national teams established multiple project delivery teams to execute specific tasks in support of the program. The teams have been working on policy, guidance, methods, tools, technology, and training to expand USACE's use of systems-based approaches, increasing the use of risk management in our business practices and decision making, communicating risk more effectively, and giving greater priority to technical competence and professional accountability. While all actions are interrelated, each of the four teams has a focus area:

Comprehensive Systems Approach – Emphasizes an integrated, comprehensive and systems based approach incorporating anticipatory management to remain adaptable and sustainable over time. These changes require USACE to use collaborative, adaptive planning and engineering systems throughout the project life cycle to effectively manage its aging infrastructure in an environmentally sustainable manner through explicit risk management. Approximately $3.6 million has been allocated to this team through 2012. The FY 2013 budget includes an additional $3.6 million to continue development of supporting technologies to improve the effectiveness of post-authorization evaluations and assessments of incremental change over time; address climate change impacts to water resources projects, with particular emphasis on developing the framework for how climate change and sea level change should be considered in making decisions for existing infrastructure investments; and continue to implement the consistent nationwide project data and associated subsidence standards and certification.

Risk Informed Decision Making – Emphasizes integrated risk management. These changes require USACE to use risk and reliability concepts in planning, design, construction, operations and major maintenance and to improve its review of completed works program by including an assessment component with the goal of ensuring safe, reliable, and resilient infrastructure. Approximately $2.5 million has been allocated to this team through 2012. The FY 2013 budget includes an additional $2 million to further develop supporting methods and technologies to support the transformation of Inspection of Completed Works from project element inspection to a risk-based system assessment; advance the understanding of risk and reliability including establishment of a Risk Gateway containing resources for all USACE, webinars, training and the development of a 2nd generation risk model to broaden the techniques used in New Orleans for Corps-wide use.

Risk Communication - Emphasizes clear and candid communication of risk both internally and externally, supporting risk-informed decision making. These changes require USACE to improve its effectiveness in communicating risk; to coordinate a risk management approach and policy with all agencies and stakeholders; and to specifically establish ways and means to increase public involvement in informed risk decision-making. Approximately $1.5 million has been allocated to this team through 2012 focusing most on risk communication skills. The FY 2013 budget includes an additional $300,000 to provide training on public participation skills and methods. A pilot will also be conducted to test those methods in the USACE infrastructure environment.

Professional and Technical Expertise - Emphasizes professionalism and technical competence. The purpose is to enable development of expert Corps capability to provide safe, reliable, adaptable, sustainable systems. Approximately $1.5 million has been allocated to this team through 2012. The funds have been used to assess competencies, gaps, methods of delivery and sustainable strategies for maintaining and building core competencies. The FY 2013 budget includes an additional $100,000 to survey technical staff and input technical competencies into Army's Competency Management System, a recently developed tool that will help USACE managers to better integrate competency gaps into the hiring process.

The current estimate of the total cost for the four focus areas, before consideration of post-2011 assessment activities, is $62 million. This figure does not include $9.9 million to update the system assessment to learn from the historic flooding of 2011, and develop ways to apply those lessons, as the scope and cost for the update were only recently developed.

Subcommittee. The information provided also indicates that some of this funding will be used for a post flood assessment of system performance in the wake of the historic flooding on the Mississippi and Missouri Rivers. While that's likely a good idea, why is this activity being included under the post-Katrina review? Is it to avoid the appearance of a new start?

Assistant Secretary Darcy. The results of the post-flood assessment and results of the New Orleans assessment cannot be considered independently of one another. All results will be appropriately integrated into policy, practice, and culture. Consequently, the post-2011 flood assessment was integrated into the IPET/HPDC Lessons Learned Implementation remaining item.

The 2011 flooding in the Greater Mississippi Basin was among the largest and most damaging in this century, comparable to the major floods of 1927 and 1993. Due to the historic nature of the flooding, a post-flood assessment of the entire system performance is needed to review the operational decision-making process to identify opportunities for improving future system operation and performance. The assessment is intended to evaluate performance of the overall system and the decision and communication processes and recommend operational changes, both within and outside of existing authorities and policies. It will employ analytic methods similar to those in the performance assessment of the hurricane protection system for greater New Orleans.

The total cost of the post-2011 flood assessment is estimated to be $9,900,000. To fund initial work on the post-flood assessment, the FY 2012 work plan for the Civil Works program allocates $3,165,000 for the IPET/HPDC remaining item from within the additional funding provided in the Conference Report for Other Authorized Purposes in the O&M appropriation. An additional $1 million is included in the FY 2013 Budget under the IPET/HPDC remaining item to continue the post-2011 flood assessment. We expect to use the $9.9 million for the following activities:

Initial data collection / scoping	$0.8M
Identify vulnerabilities	$1.3M
Evaluate performance	$3.3M
Evaluate decision process	$0.4M
Evaluate communication process	$0.3M
Evaluate economics / environment	$1.2M
Recommend changes ops / manuals	$2.6M
TOTAL	$9.9M

Subcommittee. What is the authority to conduct these activities? Since the activities seem to be continuing so long after the original storm event occurred, shouldn't you pursue a specific authorization for the purposes of the funding in the budget request?

Assistant Secretary Darcy. The remaining items that are individually authorized are generally permanent, project-based programs such as the Continuing Authorities Programs, Planning Assistance to States, Floodplain Management Services, or the Estuary Restoration Program. Most of the other remaining items are not individually authorized. Like the IPET/HPDC Lessons Learned Implementation remaining item, they tend to represent ongoing research and development or other similar activities that cut across authorized projects and programs within the applicable appropriation, benefitting multiple projects and programs. Among this latter type of remaining item, some are of definite scope and cost. The latter type predominates in the O&M appropriation. The IPET/HPDC remaining item is an excellent example of this latter type, as it cuts across projects and programs, benefits them widely, and has a definite scope and cost.

AUTHORIZATION ISSUES

ASIAN CARP

Subcommittee. The budget request does not include continuation of the authority to take emergency measures to prevent the spread of Asian Carp. Was this an oversight or is the authority no longer necessary for some reason?

If an oversight, will the Administration be submitting a budget amendment to request this authority?

Assistant Secretary Darcy. Yes, this was an oversight. The authority is necessary in fiscal year 2013, and the Administration will be sending the proposed legislation to Congress as soon as possible.

MITIGATION FISH HATCHERIES

Subcommittee. The budget request once again includes funds for mitigation fish hatcheries, but it does not include the language authorizing the transfer of these funds to the Fish and Wildlife Service. Was this an oversight or is the authority not needed again this year?

If an oversight, will the Administration be submitting a budget amendment to request this authority?

Assistant Secretary Darcy. Yes, this was an oversight. The authority is necessary in fiscal year 2013, and the Administration will be sending the proposed legislation to Congress as soon as possible.

SHORE PROTECTION PROJECTS

Subcommittee. Shore protection projects are authorized for a 50-year project life. A few of these projects are approaching the end of that authorization period. Does the Corps have, or is the Corps developing, a policy for evaluating whether or not these projects should be extended?

Should these existing projects be viewed differently than brand new projects? What are the major concerns with developing an extension process? Would legislative changes be necessary?

Assistant Secretary Darcy. The authorizations to construct these projects now generally extend for a period of 50 years. A decision on whether to extend the authority for Federal participation for such a project would amount to a new investment decision, for which a new study should be undertaken to evaluate whether there is a continued Federal interest in the project. This study would compete for funding in accordance with existing budgetary policy.

BIOLOGICAL OPINIONS

Subcommittee. The Endangered Species Act sometimes requires the Corps to enter into Section 7 consultations to ensure continued operation and maintenance of existing, authorized Corps projects. In those situations, does Corps policy allow you to commit to undertaking activities you don't then have the authority to do? If so, do you at least make those commitments contingent upon future authorization?

What is your process for deciding whether to request additional authorization if needed to comply with a biological opinion?

Assistant Secretary Darcy. When the Corps enters Section 7 consultation to ensure continued operation and maintenance of existing Corps projects, in compliance with the Endangered Species Act (ESA), there may be considerable negotiation with the Fish and Wildlife Service and/or the National Marine Fisheries Service. When one of these agencies recommends a suggested "reasonable and prudent alternative" (RPA) that is outside the scope of existing Corps authority, the affected District may: (a) ask to reconsult to develop an RPA that is within the Corps' existing authority to implement; and/or (b) suggest modification of the suggested RPA, or substitution of another RPA that is within Corps authority that will allow the avoidance of jeopardy; and/or (c) commit only to seeking the necessary authority and appropriations so that the Corps can implement an effective RPA, and indicate that in the meantime the action that the Corps is taking does in fact avoid jeopardy. The District would consider all the options and request additional authorization either if there was no option within existing authorities for meeting the ESA requirements to avoid jeopardy or if those options are such that seeking new authority would result in a more effective resolution of the issues.

INDEPENDENT PEER REVIEW

TIMING OF REVIEW

Subcommittee. Recently the Subcommittee has reviewed a few feasibility study schedules which place independent peer review at the time of public comment on the draft district engineer's report. That is later in the process than intended by the WRDA 2007 provision. At that point, if the peer review group finds anything major, the Corps would have to basically start all over.

Is there a standard policy for the timing of any required independent peer reviews?

If this is standard policy, was it a policy decision or is there some technical or legal impediment to incorporating peer review at an earlier point in the study phase?

Assistant Secretary Darcy. The Corps' policy for the timing of independent external peer review (IEPR) is contained within the comprehensive Civil Works Review Policy (EC 1165-2-209) and reflects all of the requirements of Section 2034 (WRDA 2007) and other applicable laws. There is no standard policy for the timing of IEPRs, nor should there be. Each study tailors its own review strategy in a Review Plan at the start of the study. The independent peer reviewers are generally asked to assess both the adequacy and acceptability of the economic and environmental assumptions and projections, project evaluation data, economic analyses, environmental analyses, engineering analyses, formulation of alternative plans, methods for integrating risk and uncertainty, models used in evaluation of economic or environmental impacts of proposed projects, and any biological opinions of the project study. Given the iterative nature of the project planning process, the Draft District Engineer's report generally is the first point in the project development timeline when such pertinent information is readily available. Even so, some have criticized this as being too early in the process, since the clarity that the public comment period can provide is often lacking at this stage. Others have criticized this as being too late in the process to affect decision making. Some studies have performed iterative reviews during the plan formulation, evaluation and plan selection process, but this iterative approach can significantly increase the cost of a review.

FORMERLY UTILIZED SITES REMEDIAL ACTION PROGRAM (FUSRAP)

ESTIMATED COMPLETION

Subcommittee. Last year, you indicated you were evaluating two additional sites for possible inclusion in the Formerly Utilized Sites Remedial Action Program (or FUSRAP). What is the status of those evaluations?

Assistant Secretary Darcy. The Preliminary Assessment, Site Inspection, and Preliminary Legal Analysis for the Middlesex Municipal Landfill site located in Middlesex, New Jersey have been completed.

The Preliminary Assessment for the Staten Island Warehouse Dock, located on Staten Island, New York has been completed. The Site Inspection and Preliminary Legal Analysis for this site are scheduled to be completed in FY 2012.

Subcommittee. What is the estimated cost to complete clean-up of all sites under FUSRAP?

Assistant Secretary Darcy. The estimated cost beyond FY 2013 to complete clean-up of all operable units on a FUSRAP site that now have a record of decision (ROD) is approximately $1.1 billion. This cost-to-complete estimate does not include the remedial costs for operable units that do not yet have a ROD; however, a rough order of magnitude for completion costs of these future RODs is currently estimated to be an additional $0.9 billion.

Subcommittee. What would be the estimated year of completion assuming annual funding at the fiscal year 2013 budget request level?

Assistant Secretary Darcy. Assuming annual funding at the FY 2013 budget amount of $104 million, complete remediation at all sites currently in the program is estimated in FY 2032. This estimate does not include the Middlesex Municipal Landfill and the Staten Island Warehouse Dock sites and it is based on current estimates of $1.1 billion plus about $ 0.9 billion for completion costs of future RODs.

PLANNING PROGRAM MODERNIZATION

NATIONAL PLANNING PILOT PROGRAM

Subcommittee. What is the status of the National Planning Pilot Program? Press articles have indicated that at least some pilot studies have been selected; have all pilots been selected? How will, or how were, studies selected to be pilots?

Assistant Secretary Darcy. The National Pilot Program was initiated in February 2011 to identify means to shorten the timeframe for completion of a pre-authorization study while retaining the quality of the analyses. The Corps is developing and refining methodologies and processes for feasibility studies across all business lines in a manner that will be sustainable and replicable, and the experience gained will inform future Civil Works guidance. To date, five pilot studies have been selected:

- Sutter County, CA, (flood risk management, ecosystem restoration, and recreation). Project partner is the California Central Valley Flood Protection Board and the Sutter Butte Flood Control Agency.
- Jordan Creek (Springfield), MO (flood risk management). Project partner is the City of Springfield.
- Lake Worth Inlet, Palm Beach County, FL (navigation). Project partner is the Port of Palm Beach.
- Westside Creeks, San Antonio Improvement Project, TX (ecosystem restoration and recreation). Project partner is the San Antonio Rover Authority.
- Central Everglades, FL (ecosystem restoration). Project partner is the South Florida Water Management District.

The pilot studies were nominated by the Division Commanders with support from local sponsors and final decisions were made by senior leaders in my office and at Corps Headquarters. The studies were selected in order to provide a sample of different small and large projects across all business lines, including multi-objective projects, and had to have both a feasibility cost sharing agreement in place and adequate study funding available. No additional pilot studies are being proposed, as the intent is to now apply the lessons learned from these pilot studies to all active feasibility studies by FY 2014.

DATA FOR THE RECORD

CONSTRUCTION ACCOUNT

Subcommittee. For the record, please provide a list of projects included in the Construction account budget based on each of the Administration's key budgeting metrics. The list should include each project's score or value for the applicable metric. Please also list any projects not included in the budget request that have higher scores or values for each metric and provide the specific reason(s) the project was not included in the budget request.

Assistant Secretary Darcy. Attached is a list of projects included in the FY 2013 Construction account based on each of the Administration's key budgeting metrics. The list includes the key budgeting metric used for each category and the score or value assigned to that project based on that metric, where applicable. For many categories other metrics are used as well. It is possible that there are some projects that were not included in the Budget, but have higher scores or values with regard to a particular metric. However, the overall assessment of those projects was that they are a lower priority in terms of their performance.

CONSTRUCTION PROJECTS IN 2013 BUDGET

PROJECT NAME	Dam Safety Action Class	Life Safety	Benefit-Cost Ratio @ 7%	Priority Ecosystem	Legal Mandate Y/N	Completion Y/N	Other
CENTER HILL LAKE, TN	I						
HERBERT HOOVER DIKE, FL (SEEPAGE CONTROL)	I						
WOLF CREEK DAM, LAKE CUMBERLAND, KY	I					Y	
BLUESTONE LAKE, WV	II						
BOLIVAR DAM, OH SEEPAGE MAJOR REHAB	II						
CANTON LAKE, OK	II						
DOVER DAM, MUSKINGUM RIVER, OH	II						
EAST BRANCH CLARION RIVER LAKE, PA	II						
SUCCESS DAM, TULE RIVER, CA (DAM SAFETY)	II						
ILLINOIS WATERWAY, LOCKPORT L&D, IL	II					Y	
LOCKS AND DAMS 2, 3 AND 4, MONONGAHELA RIVER, PA	II						
CLEARWATER LAKE, MO	II						
RARITAN RIVER BASIN, GREEN BROOK SUB-BASIN, NJ		Y					
DES PLAINES RIVER, IL		Y					
TURKEY CREEK BASIN, KS & MO		Y					
RIO PUERTO NUEVO, PR		Y					
RARITAN TO SANDY HOOK BAY, PORT MONMOUTH, NJ (I)		Y					
AMERICAN RIVER WATERSHED (FOLSOM DAM MOD), CA		Y					
AMERICAN RIVER WATERSHED (FOLSOM DAM RAISE), CA		Y					
ROANOKE RIVER UPPER BASIN, HEADWATERS AREA, VA		Y					
BRAYS BAYOU		Y					
SANTA ANA RIVER MAINSTEM, CA		Y					
SW VALLEY FLOOD DAMAGE REDUCTION, ALBUQUERQUE, NM		Y				Y	
EAST ST LOUIS, IL		Y					
CHAIN OF ROCKS CANAL, MISSISSIPPI RIVER, IL (DEF CORR)		Y					
YUBA RIVER BASIN, CA		Y					
PRESQUE ISLE PENINSULA, PA (PERMANENT) (R)		Y					
LITTLE CALUMENT RIVER, IN		Y					
SACRAMENTO RIVER BANK PROTECTION PROJECT, CA			44.6				
MISS RIVER BTWN THE OHIO AND MO RIVERS (REG WORKS), MO & IL			18.6				
MANATEE COUNTY, FL (R)			13.1				
LAROSE TO GOLDEN MEADOW, LA (HURRICANE PROTECTION)			8.6				
SIMS BAYOU, HOUSTON, TX			8.5			Y	
KANSAS CITYS, MO & KS			6.0				
NEW YORK AND NEW JERSEY HARBOR, NY & NJ			5.7				
TYBEE ISLAND, GA (R)			5.6				
ST LOUIS FLOOD PROTECTION, MO			5.4			Y	
GREAT EGG HARBOR INLET AND PECK BEACH, NJ (R)			5.3				
ATLANTIC COAST OF NYC, ROCKAWAY INLET TO NORTON POINT, NY (R)			4.2				
OAKLAND HARBOR (50 FOOT PROJECT), CA			4.0				
MONARCH - CHESTERFIELD, MO			3.8				
MT ST HELENS SEDIMENT CONTROL, WA			3.8				
LOCK AND DAM 27, MISSISSIPPI RIVER, IL (MAJOR REHAB)			3.7			Y	
NASSAU COUNTY, FL			3.5				
ATCHAFALAYA BASIN, LA			3.3				

CONSTRUCTION PROJECTS IN 2013 BUDGET							
PROJECT NAME	Dam Safety Action Class	Life Safety	Benefit-Cost Ratio @ 7%	Priority Ecosystem	Legal Mandate Y/N	Completion Y/N	Other
CHANNEL IMPROVEMENT, AR, IL, KY, LA, MS, MO & TN			3.3				
MISSISSIPPI RIVER LEVEES, AR, IL, KY, LA, MS, MO & TN			3.3				
ATCHAFALAYA BASIN, FLOODWAY SYSTEM, LA			3.3				
OLMSTED LOCKS AND DAM, OHIO RIVER, IL & KY			3.1				
AMERICAN RIVER WATERSHED (COMMON FEATURES), CA			3.0				
RIO GRANDE FLOODWAY, SAN ACACIA TO BOSQUE DEL APACHE, NM			3.0				
WOOD RIVER LEVEE, IL			2.6				
MCCOOK AND THORNTON RESERVOIRS, IL			3.0				
CAPE MAY INLET TO LOWER TOWNSHIP, NJ			2.8				
WILMINGTON HARBOR, NC			2.7				
BLUE RIVER CHANNEL, KANSAS CITY, MO			2.7				
WEST ONSLOW BEACH AND NEW RIVER INLET, NC (I)			2.5				
LONG BEACH ISLAND, NY (I)			2.5				
MUDDY RIVER, MA			2.5				
PORTUGUES AND BUCANA RIVERS, PR			2.5			Y	
CHESAPEAKE BAY OYSTER RECOVERY, MD & VA				Y			
CHICAGO SANITARY AND SHIP CANAL DISPERSAL BARRIER, IL				Y			
EVERGLADES				Y			
HAMILTON CITY, CA				Y			
LOUISIANA COASTAL AREA ECOSYSTEM RESTORATION, LA				Y			
POPLAR ISLAND, MD				Y			Navigation Beneficial Use
HAMILTON AIRFIELD WETLANDS RESTORATION, CA							Navigation Beneficial Use
DUWAMISH AND GREEN RIVER BASIN, WA							Ecosystem Restoration
NAPA RIVER, SALT MARSH RESTORATION, CA							Ecosystem Restoration
UPPER MISSISSIPPI RIVER RESTORATION, IL, IA, MN, MO & WI							Ecosystem Restoration
LOWER COLORADO RIVER BASIN, WHARTON/ONION , TX							Non-Structural Project
LEVISA AND TUG FORK, VA							Non-Structural Project
COLUMBIA RIVER TREATY FISHING ACCESS SITES, OR & WA					Y	Y	
ASSATEAGUE ISLAND, MD					Y		
COLUMBIA RIVER FISH MITIGATION, WA, OR & ID					Y		
HOWARD HANSON DAM, WA					Y		
LOWER SNAKE RIVER FISH AND WILDLIFE COMPENSATION, WA, OR & ID					Y		
MISSOURI RIVER FISH & WILDLIFE RECOVERY, IA, KS, MO, MT, NE, ND & SD					Y		
LOWER SAVANNAH RIVER BASIN, GA					Y		
LOWER COLUMBIA RIVER ECOSYSTEM RESTORATION, OR & WA					Y		
RICHARD B RUSSELL DAM AND LAKE, GA & SC					Y		
LOWER CAPE MAY MEADOWS, CAPE MAY POINT, NJ					Y		Remaining Mitigation Work
J BENNETT JOHNSTON WATERWAY, LA					Y		Remaining Mitigation Work
MANTEO (SHALLOWBAG) BAY, NC					Y		Remaining Mitigation Work
ELK CREEK LAKE, OR					Y		Remaining Mitigation Work
MUD MOUNTAIN DAM, WA					Y		Remaining Mitigation Work
FORT PIERCE BEACH, FL							Sand Mitigation
ST. JOHN'S COUNTY, FL							Sand Mitigation
DELAWARE BAY COASTLINE, ROOSEVELT INLET TO LEWES							Sand Mitigation

CONSTRUCTION PROJECTS IN 2013 BUDGET							
PROJECT NAME	Dam Safety Action Class	Life Safety	Benefit-Cost Ratio @ 7%	Priority Ecosystem	Legal Mandate Y/N	Completion Y/N	Other
FOLLY BEACH, SC							Sand Mitigation
BREVARD COUNTY, CANAVERAL HARBOR, FL							Sand Mitigation
BARNEGAT INLET TO LITTLE EGG HARBOR INLET, NJ (R)					Y		Environmental Monitoring
FIRE ISLAND INLET TO MONTAUK POINT, NY (R)					Y		Environmental Monitoring
DUVAL COUNTY, FL (R)					Y		Environmental Monitoring
MARTIN COUNTY, FL (R)					Y		Project Condition Monitoring
CALCASIEU RIVER & PASS, LA							Dredged Material Placement Facility
JACKSONVILLE HARBOR, FL						Y	Dredged Material Placement Facility
SAVANNAH HARBOR DISPOSAL AREAS, GA & SC							Dredged Material Placement Facility
TAMPA HARBOR, FL							Dredged Material Placement Facility
GREEN BAY HARBOR, WI							Dredged Material Placement Facility
WILMINGTON HARBOR, NC							Dredged Material Placement Facility
DELAWARE RIVER MAIN CHANNEL, NJ, PA, DE							Completion of an increment of work/ Support Jobs and/or Economic Activity

CONTINUING AUTHORITIES PROGRAM

Subcommittee. For the record, please provide a list of all fiscal year 2012 allocations to the Continuing Authorities Program, by section, and include any amounts you anticipate carrying over into fiscal year 2013.

FY 2012 CAP Status Summary

2012-03-14

SUMMARY TOTALS	SEC 14	SEC 103	SEC 107	SEC 111	SEC 204	SEC 205	SEC 206	SEC 208	SEC 1135	Totals
HQ Available on 2012-01-01	$ 5,816,000	$ 7,584,096	$ 9,445,000	$ -	$ -	$ 168,166	$ 504,929	$ 3,046	$ -	$ 23,521,237
FY12 Appropriations	$ 3,954,000	$ 989,000	$ 2,966,000	$ 2,966,000	$ 3,954,000	$ 18,783,000	$ 7,909,000	$ -	$ 7,909,000	$ 49,430,000
HQ Available to Allocate in FY12	$ 9,770,000	$ 8,573,096	$ 12,411,000	$ 2,966,000	$ 3,954,000	$ 18,951,166	$ 8,413,929	$ 3,046	$ 7,909,000	$ 72,951,237
HQ Assigned in FY12 -- Ongoing Projects	$ 9,420,000	$ 1,980,121	$ 7,210,430	$ 288,225	$ 3,954,000	$ 15,921,123	$ 8,413,929	$ 3,046	$ 7,909,000	$ 55,099,874
HQ Assigned in FY12 -- Previously Unstarted	$ 350,000	$ 200,000	$ 1,100,000	$ 150,000	$ -	$ 1,000,000	$ -	$ -	$ -	$ 2,800,000
HQ Remaining in FY12	$ -	$ 6,392,975	$ 4,100,570	$ 2,527,775	$ -	$ 2,030,043	$ -	$ -	$ -	$ 15,051,363
Priorities Funded in FY12	N/A	1-4	1-4	1-4	1 - part of 1c	1 - part of 4b	1 - part of 1b	1 - 4a	1 - part of 1b	
FY12 Capability Ongoing Projects	$ 13,740,158	$ 1,980,121	$ 7,210,430	$ 288,225	$ 12,984,150	$ 15,771,123	$ 35,970,106	$ 3,046	$ 21,550,747	$ 109,498,106
FY12 Capability Previously Unstarted Projects	$ 2,560,000	$ 200,000	$ 1,100,000	$ 150,000	$ 925,000	$ 15,070,000	$ 6,683,000	$ 220,000	$ 3,135,000	$ 30,043,000
FY12 Capability Unfunded	$ 6,530,158	$ -	$ -	$ -	$ 9,955,150	$ 13,920,000	$ 34,239,177	$ 220,000	$ 16,776,747	$ 81,641,232
FY13 Budget Request	$ -	$ -	$ -	$ 4,806,000	$ 4,995,000	$ 4,978,000	$ 4,034,000	$ -	$ 5,249,000	$ 24,062,000

The capabilities are amounts that could be allocated after applying policy limitations given in ER 1105-2-100 and the annual Execution EC.

Funding Status Priority Order.
Section 14 was prioritized based on Risk and Consequences.
All other Sections were prioritized for funding as follows:
1a. Requirements for existing contracts.
1b. Ongoing phase with existing FCSA or Partner Agreement.
1c. Ongoing phase exempted from agreement.
2. Ongoing phase with agreement scheduled in FY12.
3. Ongoing phase with agreement not scheduled in FY12.
4a. New phase for ongoing CAP Project.
4b. New CAP Project.

Continuing Authorities Program - FY 2012 Work Plan

State	District	Section	AMSCO Name	Stage	Total Assigned 2012	AMSCO
AK	POA	107	AUKE BAY NAVIGATION IMPROVEMENTS, AK (CAP SECTION 107)	FEA	$ 222,600	327566
AK	POA	206	BLACK LAKE ECOSYSTEM RESTORATION	FEA	$ 52,000	180891
AK	POA	107	DOUGLAS HARBOR, AK	DI	$ 624,000	180942
AK	POA	107	EAST TONGASS NARROWS SAXMAN SMALL BOAT HARBOR, AK (CAP SECTION 1	FEA	$ 50,000	333585
AK	POA	103	GOLOVIN, AK (CAP SECTION 103)	FEA	$ 298,500	327942
AK	POA	107	ILIAMNA BAY NAVIGATION IMPROVEMENTS, AK (CAP SECTION 107)	FEA	$ 50,000	333617
AK	POA	205	JAPANESE CREEK, SEWARD, AK (CAP SECTION 205)	FEA	$ 50,000	330378
AK	POA	107	KASAAN NAVIGATION IMPROVEMENT, AK	FEA	$ 160,000	329417
AK	POA	107	KETCHIKAN NAVIGATION IMPROVEMENTS, AK (CAP SECTION 107)	FEA	$ 50,000	332440
AK	POA	205	SALMON CREEK, SEWARD, AK (CAP SECTION 205)	FEA	$ 50,000	330933
AK	POA	103	SEWARD, AK (CAP SECTION 103	FEA	$ 29,698	330384
AK	POA	103	SHAKTOOLIK FUEL TANKS, AK (CAP SECTION 103)	FEA	$ 50,000	325810
AK	POA	103	SHISHMAREF, AK (CAP SECTION 103)	FEA	$ 50,000	325811
AK	POA	14	ST. MICHAEL, AK (CAP SECTION 14)	FEA	$ 141,673	327570
AK	POA	14	ST. MICHAEL, AK (CAP SECTION 14)	DI	$ 100,000	327570
AK	POA	205	WHITTIER CREEK, AK (CAP SECTION 205)	FEA	$ 50,000	325929
AL	SAM	205	BLACK WARRIOR RIVER, NORTHPORT, AL (CAP SECTION 205)	DI	$ 50,000	94131
AL	SAM	206	CYPRESS CREEK, MONTGOMERY, AL	FEA	$ 112,000	328201
AL	SAM	204	GULF COAST REGIONAL SEDIMENT MANAGEMENT PLANNING	FEA	$ 30,000	321433
AR	MVK	205	SHERWOOD, AR FLOODING ISSUES	FEA	$ 50,000	353908
AR	MVM	111	LOOMIS LANDING, AR	FEA	$ 3,000	152155
AR	MVM	1135	LOWER CACHE RIVER, AR 1135	DI	$ 4,028,129	130022
AR	MVM	205	WYNNE, AR #205	DI	$ 100,000	183325
AR	SWL	14	HIGHWAY 58, GUION, AR	DI	$ 394,438	154134
AR	SWL	107	LAVACA PORT, ARKANSAS RIVER, AR (SECTION 107)	FEA	$ 119,165	321417
AR	SWL	205	OTTER CREEK, SHANNON HILLS, AR (CAP SECTION 205)	FEA	$ 111,537	172547
AR	SWL	205	PRAIRIE CREEK, RUSSELLVILLE, AR	FEA	$ 105,851	180184
AR	SWL	14	WHITE RIVER, AUGUSTA, AR	FEA	$ 24,500	182659
AR	SWL	14	WHITE RIVER, AUGUSTA, AR	DI	$ 500,000	182659
AS	POH	107	AUASI SMALL BOAT HARBOR, AMERICAN SAMOA	FEA	$ 50,000	154330
AS	POH	107	AUNUU SMALL BOAT HARBOR, AMERICAN SAMOA	FEA	$ 50,000	154331
CA	SPK	205	COSGROVE CREEK FLOOD CONTROL, CALAVERAS COUNTY	FEA	$ 80,000	185081
CA	SPK	206	TAMARISK ERADICATION, CO	FEA	$ 40,000	184672
CA	SPK	205	VISALIA, CA (CAP SECTION 205)	FEA	$ 50,000	353280
CA	SPL	205	BORREGO SPRINGS, CA	FEA	$ 401,000	152691
CA	SPL	103	GOLETA BEACH, CITY OF GOLETA, CA	FEA	$ 254,000	124747
CA	SPL	14	HEACOCK AVENUE STREAMBANK PROTECTION, CA	FEA	$ 185,000	338002
CA	SPL	107	PORT HUENEME, CA	DI	$ 350,000	161630
CA	SPL	204	REGIONAL SEDIMENT MANAGEMENT STUDY, CA (SECTION 204)	FEA	$ 25,000	326482
CA	SPL	1135	TUJUNGA WASH ENVIRONMENTAL RESTORATION, CA	DI	$ 10,000	184109
CA	SPN	103	BAY FARMS ISLAND DIKE, CA	FEA	$ 65,000	141955
CA	SPN	107	CENTRAL BASIN PIER 70 DREDGING, CA	FEA	$ 180,000	329345
CA	SPN	205	LAS GALLINAS CREEK, MARIN COUNTY, CA	FEA	$ 86,900	91724
CA	SPN	111	NORTHERN HALF MOON BAY (PRINCETON), CA	FEA	$ 125,000	147215
CA	SPN	107	OYSTER POINT MARINA	DI	$ 400,000	167383
CA	SPN	1135	PINOLE CREEK RESTORATION, CA	FEA	$ 35,000	172869
CA	SPN	205	SAN PEDRO CREEK, PACIFICA, CA	DI	$ 60,000	85116
CA	SPN	206	THOMPSON CREEK RESTORATION	FEA	$ 15,000	167384
CA	SPN	1135	WILDCAT CREEK RESTORATION, CA	FEA	$ 30,000	150223
CN	POH	107	OUTER COVE MARINA, CNMI	FEA	$ 23,000	175588
CN	POH	206	SAIPAN LAGOON, CNMI	FEA	$ 106,000	164787
CO	NWO	206	GOOSE CREEK, CO	DI	$ 1,225,630	178572
CO	SPA	205	FLUME AT WILLOW CREEK, CREED, CO	FEA	$ 14,400	163629
CO	SPK	206	BLUE RIVER, CO (SEC 206)	FEA	$ 33,000	177187
CT	NAE	14	CONNECTICUT RIVER, MIDDLETOWN, CT	DI	$ 100,000	153846
CT	NAE	103	ENDERS ISLAND, MYSTIC, CT	FEA	$ 55,000	323755
CT	NAE	103	MORRIS COVE, NEW HAVEN, CT	FEA	$ 50,000	86280
CT	NAE	205	WEST RIVER, WOODBRIDGE, CT	FEA	$ 50,000	153844

Continuing Authorities Program - FY 2012 Work Plan

State	District	Section	AMSCO Name	Stage	Total Assigned 2012	AMSCO
DE	NAP	107	DELAWARE CITY APPROACH CHANNEL, DELAWARE CITY, DE	FEA	$ 50,000	331382
DE	NAP	205	LITTLEMILL CREEK, NEW CASTLE COUNTY, DE	DI	$ 100,000	91960
DE	NAP	205	PENNSYLVANIA AVENUE IMPROVEMENT, BETHANY BEACH, DE (SECTION 205)	FEA	$ 162,000	153588
FL	SAJ	103	TARPON SPRINGS, FL	DI	$ 429,000	163905
FL	SAJ	1135	VIRGINIA BEACH KEY, FL (SEC. 1135)	DI	$ 750,000	167407
GM	POH	107	APRA SMALL BOAT HARBOR, GUAM	FEA	$ 22,000	167255
HI	POH	1135	KANAHA POND WILDLIFE SANCTUARY RESTORATION, MAUI, HI	FEA	$ 14,000	181350
HI	POH	1135	KAWAINUI MARSH ENVIRONMENTAL RESTORATION, OAHU, HI	DI	$ 25,000	96049
HI	POH	205	KULIOUOU STREAM, OAHU, HI	FEA	$ 65,000	169695
HI	POH	206	MOKUHINIA/MOKUULA ECOSYSTEM RESTORATION, MAUI, HI	FEA	$ 142,500	129955
HI	POH	205	WAILELE STREAM, OAHU, HI	FEA	$ 30,000	94054
IA	MVR	204	BLACKHAWK BOTTOMS, DES MOINES COUNTY, IA	FEA	$ 30,000	169021
IA	MVR	14	CEDAR RIVER, 290TH ST BRIDGE, CEDAR COUNTY, IA (CAP SECTION 14)	FEA	$ 51,300	324837
IA	MVR	14	CEDAR RIVER, 290TH ST BRIDGE, CEDAR COUNTY, IA (CAP SECTION 14)	DI	$ 100,000	324837
IA	MVR	205	INDIAN CREEK, CEDAR RVR, CEDAR RAPIDS, IA	FEA	$ 152,000	181244
IA	MVR	14	NORTH RACCOON RIVER, PERRY, IA	FEA	$ 2,015	145642
IA	MVR	14	NORTH RACCOON RIVER, PERRY, IA	DI	$ 468,000	145642
IA	NWK	206	CHARITON RIVER AND RATHBUN LAKE WATERSHED, IA	FEA	$ 5,000	170419
IA	NWK	1135	RATHBUN LAKE HABITAT RESTORATION PROJECT, IA	DI	$ 95,517	96126
ID	NWW	14	TWIN BRIDGES, MADISON COUNTY, RIRIE, ID	FEA	$ 7,000	326727
ID	NWW	14	TWIN BRIDGES, MADISON COUNTY, RIRIE, ID	DI	$ 100,000	326727
IL	LRC	1135	INDIAN RIDGE MARSH, CHICAGO, IL	DI	$ 150,000	165743
IL	LRL	14	GRAYVILLE, IL (CAP SECTION 14)	FEA	$ 70,000	335003
IL	MVR	14	EDWARDS RIVER, SEWAGE LAGOONS, VILLAGE OF MATHERVILLE, IL (CAP SECTI	FEA	$ 5,000	324840
IL	MVR	14	EDWARDS RIVER, SEWAGE LAGOONS, VILLAGE OF MATHERVILLE, IL (CAP SECTI	DI	$ 242,000	324840
IL	MVR	205	PLUM RIVER, SAVANNA, IL (CAP SECTION 205)	FEA	$ 50,000	354285
IN	LRC	111	BURNS HARBOR, IN	FEA	$ 39,245	151626
IN	LRE	205	ST. MARY'S RIVER, FORT WAYNE, IN	FEA	$ 100,000	184599
IN	LRE	1135	TRAIL CREEK, LAPORTE COUNTY, IN	DI	$ 168,103	172437
IN	LRL	205	COLUMBUS, IN (CAP SECTION 205)	FEA	$ 50,000	353575
IN	LRL	14	EEL RIVER, CLAY COUNTY, IN (SECTION 14)	FEA	$ 58,000	325128
IN	LRL	205	FEATHER CREEK CLINTON, IN	DI	$ 819,000	91401
IN	LRL	205	WHITE RIVER, ANDERSON, IN	DI	$ 4,795,000	94495
KS	NWK	14	ANTELOPE CREEK, K-18, KS	FEA	$ 15,172	335033
KS	NWK	14	ANTELOPE CREEK, K-18, KS	DI	$ 352,000	335033
KS	NWK	205	CONCORDIA, KS	FEA	$ 50,000	146256
KS	NWK	205	CONCORDIA, KS	DI	$ 300,000	146256
KS	NWK	205	CROSSCREEK, ROSSVILLE, KS	FEA	$ 50,000	146253
KS	NWK	14	DEEP CREEK, I-70, KS	DI	$ 505,000	332175
KS	NWK	204	KANSAS RIVER BASIN LAKES - RSM PLAN	FEA	$ 178,046	156994
KS	NWK	206	WANAMAKER WETLANDS, KS	FEA	$ 5,000	171325
KS	SWT	205	IOLA, KS	FEA	$ 50,000	151009
KY	LRL	205	HINKSTON CREEK, MT STERLING, KY	FEA	$ 25,000	167478
KY	LRL	205	HINKSTON CREEK, MT STERLING, KY	DI	$ 100,000	167478
KY	LRL	14	PORTLAND WHARF PARK, LOUISVILLE, KY (CAP SECTION 14)	FEA	$ 55,900	335005
LA	MVN	103	GRAND ISLE SHORELINE STABILIZATION OF HIGHWAY 1, LA (CAP SECTION 103)	FEA	$ 40,000	331481
LA	MVN	107	NAPOLEAN AVENUE CONTAINER TERMINAL ACCESS, NEW ORLEANS, LA (CAP SE	FEA	$ 50,000	152946
LA	MVN	14	SOUTHERN UNIVERSITY, CAMPUS ROAD, BATON ROUGE, LA	DI	$ 666,150	185083
LA	MVN	205	TOWN OF CARENCRO, LAFAYETTE PARISH, LA	DI	$ 300,000	170424
MA	NAE	205	BLACK ROCKS CREEK, SALISBURY, MA	DI	$ 117,000	94542
MA	NAE	1135	BROAD MEADOWS MARSH RESTORATION, MA	DI	$ 250,000	161182
MA	NAE	204	CAPE COD CANAL, SANDWICH, MA	FEA	$ 87,000	153133
MA	NAE	103	COASTAL AREAS, MARSHFIELD, MA	FEA	$ 50,000	184954
MA	NAE	107	LYNN HARBOR (SEC107), LYNN, MA	FEA	$ 45,000	153960
MA	NAE	204	NEWBURYPORT HARBOR (SEC204), MA	FEA	$ 300,000	152124
MA	NAE	205	NORTH RIVER, PEABODY, MA	FEA	$ 50,000	185006
MA	NAE	107	OAKS BLUFF HARBOR, MARTHA'S VINEYARD, MA	DI	$ 140,000	167693
MD	NAB	103	JANES ISLAND, MD	FEA	$ 40,000	332910

State	District	Section	AMSCO Name	Stage	Total Assigned 2012	AMSCO
MD	NAB	206	NORTHWEST BRANCH ANACOSTIA	DI	$ 2,000,000	167752
MD	NAB	206	PAINT BRANCH FISH PASSAGE, MD	DI	$ 150,000	177007
MD	NAB	1135	ROOSTER ISLAND, MD	DI	$ 160,000	96122
MD	NAB	107	SEVERN RIVER, MD	FEA	$ 50,000	184788
MD	NAB	206	WRIGHT'S CREEK, MD	FEA	$ 100,000	177015
ME	NAE	107	BLUE HILL HARBOR, BLUE HILL, ME (CAP SECTION 107)	FEA	$ 50,000	328230
ME	NAE	107	CAMDEN HARBOR, CAMDEN, ME (CAP SECTION 107)	FEA	$ 50,000	328231
ME	NAE	111	CAMP ELLIS, SACO, MAINE	DI	$ 32,000	62036
ME	NAE	107	COREA HARBOR, ME	FEA	$ 35,000	142148
ME	NAE	107	GREAT CHEABEAQUE ISLAND, ME	FEA	$ 50,000	332338
ME	NAE	206	PLEASANT RIVER SALT MARSH RESTORATION, ADDISON, ME	FEA	$ 120,000	180565
ME	NAE	107	ROUND POND HARBOR, BRISTOL, ME	FEA	$ 56,000	184468
MI	LRE	205	DETROIT BEACH, LAKE ERIE, FRENCHTOWN TOWNSHIP, MI	DI	$ 200,000	164920
MI	LRE	111	LUDINGTON HARBOR, MI	FEA	$ 50,000	46036
MI	LRE	107	MENOMINEE HARBOR DEEPENING, MI	FEA	$ 50,000	152090
MI	LRE	111	MUSKEGON HARBOR, MI	FEA	$ 50,000	76071
MI	LRE	107	NORTHERN MICHIGAN COLLEGE, TRAVERSE CITY, MI	DI	$ 2,104,200	185072
MN	LRE	204	21ST AVE WEST CHANNEL, DULUTH MINN	FEA	$ 72,030	150249
MN	LRE	107	DULUTH HARBOR (MCQUADE ROAD), MN	DI	$ 900,125	150047
MN	LRE	107	TWO HARBORS, MN	FEA	$ 32,010	150048
MN	MVP	205	BAYPORT, MN (CAP SECTION 205)	FEA	$ 50,000	332236
MN	MVP	107	EAST TWO RIVER, TOWER, MN	FEA	$ 10,000	175295
MN	MVP	205	JORDAN, MN	FEA	$ 6,087	167810
MN	MVP	205	LAC QUI PARLE RIVER, DAWSON, MN	DI	$ 3,683	150030
MN	MVP	205	MINNESOTA RIVER, GRANITE FALLS, MN	FEA	$ 120,000	94556
MN	MVP	205	MINNESOTA RIVER, GRANITE FALLS, MN	DI	$ 50,000	94556
MO	MVS	205	FESTUS AND CRYSTAL CITY	DI	$ 1,000,000	10458
MO	NWK	205	BLACKSNAKE CREEK, ST. JOSEPH, MO	DI	$ 100,000	170801
MO	NWK	14	GENTRY COUNTY, GENTRYVILLE, MO	FEA	$ 6,404	324365
MO	NWK	14	HIGHWAY C, WELDON FORK BRIDGE, GRUNDY COUNTY, MO	FEA	$ 18,897	333681
MO	NWK	14	HIGHWAY C, WELDON FORK BRIDGE, GRUNDY COUNTY, MO	DI	$ 100,000	333681
MO	NWK	14	HIGHWAY N, THOMPSON RIVER BRIDGE, HARRISON COUNTY, MO	FEA	$ 10,922	333777
MO	NWK	14	HIGHWAY N, THOMPSON RIVER BRIDGE, HARRISON COUNTY, MO	DI	$ 510,000	333777
MO	NWK	14	I-29 PLATTE RIVER BRIDGE, MO	DI	$ 625,078	321818
MS	MVK	205	MCKINNEY BAYOU, TUNICA COUNTY, MS	DI	$ 500,000	179000
NC	LRN	205	SWANNANOA RIVER WATERSHED, NC	FEA	$ 540,000	134366
NC	SAW	1135	BELHAVEN HARBOR ENVIRONMENTAL IMPROVEMENTS, BELHAVEN, NC	FEA	$ 60,000	185027
NC	SAW	204	MANTEO OLD HOUSE CHANNEL, NC	DI	$ 30,000	153887
NC	SAW	14	SOUTHPORT, NC (CAP SECTION 14)	FEA	$ 27,393	333722
NC	SAW	14	SOUTHPORT, NC (CAP SECTION 14)	DI	$ 50,000	333722
NC	SAW	204	STATE BEACH & INLET MGMT PLAN, RSM, NC	FEA	$ 60,000	321351
NC	SAW	204	WANCHESE MARSH CREATION AND PROTECTION, NC	DI	$ 25,000	31013
NC	SAW	206	WESTERN CARY STREAMS RESTORATION, CARY, NC	DI	$ 10,000	180944
ND	MVP	14	FT ABERCROMBIE, ND	DI	$ 1,070,000	139021
ND	MVP	14	VALLEY CITY, ND (CAP SECTION 14)	FEA	$ 50,000	353700
ND	NWO	14	KNIFE RIVER, MERCER COUNTY, ND (CAP SECTION 14)	FEA	$ 50,000	346895
ND	NWO	205	KNIFE RIVER, MERCER COUNTY, ND (CAP SECTION 205)	FEA	$ 50,000	327625
NE	NWK	14	IOWA TRIBE PUMP STATION, NE	DI	$ 347,000	321329
NE	NWO	14	ELKHORN RIVER, EAST OF TILDEN, NE	FEA	$ 50,000	338014
NE	NWO	14	ELKHORN RIVER, WISNER, NE	FEA	$ 50,000	336445
NE	NWO	14	EWING, NE	FEA	$ 50,000	354157
NE	NWO	205	NORTH BEND, NE	FEA	$ 34,739	182893
NE	NWO	205	PLATTE RIVER, FREMONT, NE	DI	$ 100,000	175980
NE	NWO	205	PLATTE RIVER, SCHUYLER, NE	DI	$ 450,000	175981
NE	NWO	205	RANDOLPH, NE	DI	$ 110,000	178553
NH	NAE	107	BLACKWATER RIVER, HAMPTON HARBOR, NH	DI	$ 1,300,000	163382
NJ	NAN	205	BEPJ POPLAR BROOK	DI	$ 50,000	94261
NJ	NAP	1135	ASSUNPINK CREEK NJ	DI	$ 200,000	167859

Continuing Authorities Program - FY 2012 Work Plan

State	District	Section	AMSCO Name	Stage	Total Assigned 2012	AMSCO
NJ	NAP	107	SALEM RIVER, NJ (CHANNEL DEEPENING)	FEA	$ 50,000	145962
NJ	NAP	103	SEASIDE PARK (SHORE PROTECTION), NJ	FEA	$ 199,324	86298
NM	SPA	205	BERNALILLO, NM	FEA	$ 100,000	153064
NM	SPA	14	CABRESTO CREEK, QUESTA, NM (CAP SECTION 14)	FEA	$ 46,172	333819
NM	SPA	14	CABRESTO CREEK, QUESTA, NM (CAP SECTION 14)	DI	$ 100,000	333819
NM	SPA	205	HATCH, NM	FEA	$ 50,000	176963
NM	SPA	1135	LAS CRUCES DAM ENVIRONMENTAL RESTORATION, DONA ANA COUNTY NM	DI	$ 1,654,000	185079
NV	SPK	205	BATTLE MOUNTAIN, NV (SEC 205)	DI	$ 150,000	94486
NV	SPL	205	VIRGIN RIVER, MESQUITE, NV (CAP SECTION 205)	FEA	$ 50,000	393826
NY	LRB	205	CAZENOVIA CREEK, BFLO, NY	DI	$ 500,000	85946
NY	LRB	14	CAZENOVIA CREEK, COLDEN, NY (CAP SECTION 14)	FEA	$ 50,000	352727
NY	LRB	205	FORT COVINGTON, NY (CAP SECTION 205)	FEA	$ 50,000	331184
NY	LRB	103	LASALLE PARK, BUFFALO, NY	FEA	$ 150,000	184322
NY	LRB	14	SALMON RIVER AT RIVER STREET IN THE VILLAGE OF PULASKI, NY	FEA	$ 50,000	336480
NY	LRB	205	THATCHER BROOK, GOWANDA, NY	FEA	$ 9,638	160234
NY	NAB	14	BELDEN BROOK, COLESVILLE, NY	FEA	$ 55,000	333208
NY	NAN	103	ISLAND PARK BEACH, NY	FEA	$ 50,000	337375
NY	NAN	204	PLUMB BEACH, JAMAICA BAY, NY (CAP SECTION 204)	DI	$ 2,993,304	329874
NY	NAN	206	SOUNDVIEW PARK,CITY OF BRONX,NY	DI	$ 100,000	167715
OH	LRB	205	CITY OF INDEPENDENCE, OH	FEA	$ 225,000	139490
OH	LRB	205	CUYAHOGA RIVER, BRECKSVILLE, OH	FEA	$ 30,000	140052
OH	LRB	103	LAKE ERIE AT PAINESVILLE	FEA	$ 62,407	150003
OH	LRB	107	MENTOR HARBOR, OH	FEA	$ 50,000	331955
OH	LRB	14	SWAN CREEK, SOUTH TOLEDO, OH	FEA	$ 16,584	147212
OH	LRB	205	VALLEY VIEW, OH	FEA	$ 225,000	139492
OH	LRH	14	MARIETTA, OH WASTEWATER TREATMENT PLANT (CAP SECTION 14)	FEA	$ 18,000	323202
OH	LRH	14	MARIETTA, OH WASTEWATER TREATMENT PLANT (CAP SECTION 14)	DI	$ 305,000	323202
OK	SWT	205	COWETA CREEK, SMALL FLOOD CONTROL, COWETA, OK	FEA	$ 50,000	156226
OK	SWT	206	CROW CREEK AQUATIC ECOSYS RESTORATION, TULSA, OK	FEA	$ 80,000	184220
OK	SWT	14	LUTHER ROAD, JONES, OK	FEA	$ 24,200	150959
OK	SWT	14	LUTHER ROAD, JONES, OK	DI	$ 40,000	150959
OR	NWP	206	WESTMORELAND PARK, OR	DI	$ 1,696,109	169054
OR	NWW	1135	WALLA WALLA RIVER SECTION 1135, OR	DI	$ 30,100	96083
PA	LRP	206	SHERADEN PARK & CHARTIERS CR, PA	DI	$ 894,800	184705
PA	NAB	206	SWEET ARROW LAKE, PA	FEA	$ 40,000	177009
PA	NAP	14	NORTH COVENTRY, PA	DI	$ 55,000	145958
PA	NAP	205	PHILADELPHIA SHIPYARD FLOOD REDUCTION, PHILADELPHIA, PA (SECTION 205)	DI	$ 350,000	153187
PA	NAP	206	SOUTH HAMPTON CREEK, ENVIRONMENTAL RESTORATION	DI	$ 754,912	172225
PA	NAP	205	TOOKANY CREEK, CHURCH ROAD, PA	FEA	$ 200,000	180369
PA	NAP	205	TOOKANY CREEK, GLENSIDE ROAD, PA	FEA	$ 199,982	180370
PR	SAJ	205	RIO ANTON RUIZ-PUNTA SANTIAGO, PR	DI	$ 172,496	91511
PR	SAJ	205	RIO EL OJO DE AGUA, PR	DI	$ 11,245	91874
PR	SAJ	205	RIO FAJARDO, PR	DI	$ 9,000	91396
PR	SAJ	205	RIO GUAMANI-GUAYA	FEA	$ 15,000	91733
RI	NAE	206	LOWER BLACKSTONE RIVER, RI	FEA	$ 80,000	184174
RI	NAE	107	POINT JUDITH HARBOR (SEC107), RI	FEA	$ 55,000	130481
RI	NAE	206	TEN MILE RIVER, RI	DI	$ 175,000	130123
SC	SAC	204	SC COAST REGIONAL SEDIMENT MANAGEMENT	FEA	$ 5,000	320675
SC	SAC	205	SCOTTS CREEK, SC	FEA	$ 50,000	134210
TN	LRN	205	BEAVER CREEK & TRIBS, BRISTOL, TN	DI	$ 1,000,000	163606
TN	LRN	14	CHATTANOOGA, TN (RIVER MILE 466) (CAP SECTION 14)	FEA	$ 50,119	325091
TN	LRN	205	EAST RIDGE, TN	FEA	$ 50,000	331235
TN	LRN	205	METRO CENTER LEVEE, NASHVILLE,TN	DI	$ 100,000	167505
TN	LRN	205	MOUSE CREEK, CLEVELAND, TN	FEA	$ 17,731	167506
TN	LRN	14	RIVERSIDE DRIVE, CLARKSVILLE, TN	FEA	$ 33,641	153508
TN	MVM	14	GERMANTOWN SEWER CROSSING UTILITY, TN	FEA	$ 38,729	331839
TN	MVM	14	GERMANTOWN SEWER CROSSING UTILITY, TN	DI	$ 100,000	331839
TN	MVM	14	GERMANTOWN, LATERAL D, SEC 14	FEA	$ 13,600	143277
TN	MVM	14	GERMANTOWN, LATERAL D, SEC 14	DI	$ 100,000	143277

Continuing Authorities Program - FY 2012 Work Plan

State	District	Section	AMSCO Name	Stage	Total Assigned 2012	AMSCO
TN	MVM	14	HIGHLAND ST EROSION, JACKSON, TN	FEA	$ 37,169	332314
TN	MVM	14	HIGHLAND ST EROSION, JACKSON, TN	DI	$ 100,000	332314
TN	MVM	14	MILL CREEK, LAUDERDALE COUNTY, TN (CAP SECTION 14)	FEA	$ 30,900	157399
TN	MVM	14	MILL CREEK, LAUDERDALE COUNTY, TN (CAP SECTION 14)	DI	$ 100,000	157399
TN	MVM	205	MILLINGTON, TN (SECTION 205)	DI	$ 468,300	91666
TX	SWF	1135	O.C. FISHER LAKE ECOSYSTEM RESTORATION, TX	DI	$ 11,881	171380
TX	SWF	206	SPRING LAKE, SAN MARCOS, TX	DI	$ 138,750	167351
TX	SWF	206	WWTP, STEPHENVILLE, TX	DI	$ 81,810	167352
TX	SWG	103	LOWER BRAZOS RIVER, TX	FEA	$ 50,000	145618
TX	SWG	111	SURFSIDE BEACH, TX	FEA	$ 50,000	353914
UT	SPK	206	WEST JORDAN RIVER, UT	FEA	$ 4,000	162140
VA	NAO	107	CAPE CHARLES CITY HARBOR, VA	FEA	$ 50,000	73772
VA	NAO	205	HAGUE, NORFOLK, VA	FEA	$ 50,000	185034
VA	NAO	14	JAMES RIVER BANK STABILIZATION, AMHERST COUNTY, VA	FEA	$ 20,000	325517
VA	NAO	205	JAMESTOWN ISLAND, JAMES CITY COUNTY, VA	DI	$ 30,000	163380
VA	NAO	107	LYNNHAVEN JETTIES, VA (CAP SECTION 107)	FEA	$ 50,000	336730
VA	NAO	205	PRETTY LAKE, NORFOLK, VA	FEA	$ 50,000	185035
VA	NAO	107	PUT-IN CREEK, MATHEWS COUNTY, VA	FEA	$ 20,000	152862
VA	NAO	107	TANGIER ISLAND JETTY, ACCOMACK COUNTY, VA	FEA	$ 20,000	87756
WA	NWP	107	KALAMA TURNING BASIN, PORT OF KALAMA, WA	FEA	$ 50,000	352786
WA	NWS	107	EVERETT HARBOR AND SNOHOMISH RIVER, WA	FEA	$ 50,000	5700
WA	NWS	107	LAKE CHELAN, WA	FEA	$ 50,000	320500
WA	NWS	107	NEAH BAY CHANNEL, WA (SECTION 107)	FEA	$ 20,000	324656
WI	LRE	107	ALGOMA, WI (CAP SECTION 107)	FEA	$ 50,000	352524
WI	LRE	107	WASHBURN, WI (CAP SECTION 107)	FEA	$ 50,000	330921
WI	LRE	107	WASHINGTON ISLAND HARBOR, WI (CAP SECTION 107)	FEA	$ 50,000	331648
WI	MVP	14	HO CHUNK NATION, WI (CAP SECTION 14)	DI	$ 333,944	130152
WV	LRH	14	KANAWHA BOULEVARD, 35TH STREET BRIDGE, KANAWHA RIVER, WV (CAP SECT	FEA	$ 50,000	333549
WV	LRH	14	WALTON ELEMENTARY/MIDDLE SCHOOL, POCATALICO RIVER, SPENCER, WV (CA	FEA	$ 30,000	333081
WV	LRH	14	WALTON ELEMENTARY/MIDDLE SCHOOL, POCATALICO RIVER, SPENCER, WV (CA	DI	$ 520,000	333081
WY	NWO	205	POPO AGIE RIVER, LANDER, WY	FEA	$ 50,000	334546
	USA	103	CAP SECTION 103 COORDINATION ACCOUNT	COOR	$ 257,192	163813
	USA	107	CAP SECTION 107 COORDINATION ACCOUNT	COOR	$ 372,330	62216
	USA	111	CAP SECTION 111 COORDINATION ACCOUNT	COOR	$ 88,980	163814
	USA	1135	CAP SECTION 1135 COORDINATION ACCOUNT	COOR	$ 237,270	62092
	USA	14	CAP SECTION 14 COORDINATION ACCOUNT	COOR	$ 293,100	62517
	USA	204	CAP SECTION 204 COORDINATION ACCOUNT	COOR	$ 118,620	163816
	USA	205	CAP SECTION 205 COORDINATION ACCOUNT	COOR	$ 618,534	62516
	USA	206	CAP SECTION 206 COORDINATION ACCOUNT	COOR	$ 252,418	62091
	USA	208	CAP SECTION 208 COORDINATION ACCOUNT	COOR	$ 3,046	163815

MISSOURI RIVER

Subcommittee. For the record, please provide a list of each line item requested for study, construction or operation and maintenance of the Missouri River basin system, with the funding requested broken out by mission area.

Assistant Secretary Darcy.

Approp	PROJECT NAME	FY13 PBUD TOTAL	FDR	NAV	HYD	ENR	ENS	REC	WTR	REG
		($000)	($000)	($000)	($000)	($000)	($000)	($000)	($000)	($000)
GI	Chatfield, Cherry Cr & Bear Cr Reservoirs, CO	67							67	
GI	Kansas Citys, MO & KC	50	50							
GI	Missouri River Degradation Study, KS and MO	200		200						
GI	Missouri River Levee Sys, Units L455 & R460-471	500	500							
GI	Topeka, KS	431	431							
GI	Upper Turkey Creek, KS	500	500							
GI	Yellowstone River Corridor, MT	200				200				
GI	**Investigations Total**	**1,948**	**1,481**	**200**	**0**	**200**	**0**	**0**	**67**	
CG	Blue River Channel, KC, MO	1,000	1,000							
CG	KANSAS CITYS, MO & KS (FDR)	7,734	7,734							
CG	Missouri River Fish & Wildlife Rec(Mitigation), IA, NE, KS &MO	90,000				90,000				
CG	Turkey Creek Basin, KS, MO	4,000	4,000							
CG	**Construction Total**	**102,734**	**12,734**	**0**	**0**	**90,000**	**0**	**0**	**0**	
OM	Clinton Lake, KS	2,257	1,243				143	864	7	
OM	Harlan County Lake, NE	6,256	5,376				121	759		
OM	Harry S. Truman Dam & Res, MO	7,834	776		3,724		849	2,478	7	
OM	Hillsdale Lake, KS	835	716				47	67	5	
OM	Inspection of Completed Works, KS	650	650							
OM	Inspection of Completed Works, MO	650	650							
OM	Kanopolis Lake, KS	1,513	876				139	490	8	
OM	Little Blue River Lakes, MO	1,154	1,052				77	19	6	
OM	Long Branch Lake, MO	1,093	894				78	116	5	
OM	Melvern Lake, KS	2,092	1,146				160	780	6	
OM	Milford Lake, KS	2,113	1,090				107	911	5	
OM	Perry Lake, KS	2,259	1,088				155	1,011	5	
OM	Pomme de Terre Lake, MO	2,170	998				295	877		
OM	Pomona Lake, KS	2,053	1,187				131	731	4	
OM	Rathbun Lake, IA	2,359	1,235				137	980	7	
OM	Scheduling Reservoir Operations, MO	854	854							
OM	Smithville Lake, MO	1,312	1,017				175	116	4	
OM	Stockton Lake, MO	4,664	961		1,957		155	1,584	7	

Approp	PROJECT NAME	FY13 PBUD TOTAL	FDR	NAV	HYD	ENR	ENS	REC	WTR	REG
		($000)	($000)	($000)	($000)	($000)	($000)	($000)	($000)	($000)
OM	Tuttle Creek Lake, KS	2,245	1,493				236	509	7	
OM	Wilson Lake, KS	1,515	888				96	523	8	
OM	Missouri River - Sioux City to the Mouth, IA NE KS MO	7,767		6,504			1,263			
OM	Bear Creek Lake , CO	840	809				19	12		
OM	Big Bend Dam - Lake Sharpe, SD	9,567			7,757		1,011	699	100	
OM	Bowman - Haley Lake, ND	214	179				30	5		
OM	Chatfield, Lake, CO	1,445	1,177				68	200		
OM	Cherry Creek Lake, CO	1,518	1,355				27	136		
OM	Cold Brook Lake, SD	453	346				45	62		
OM	Cottonwood Springs Lake, SD	394	301				43	50		
OM	Fort Randall Dam - Lake FC, SD	8,848	798	583	6,119		1,105	168	75	
OM	Ft Peck Dam & Lake, MT	5,235	958	699	1,289		866	1,173	250	
OM	Garrison Dam, Lake Sakakawea, ND	12,050	1,598	942	6,717		1,873	670	250	
OM	Gavins Point Dam, L&C Lake, NE	8,018	1,024	747	4,950		443	779	75	
OM	Inspection of Completed Works, CO	129	129							
OM	Inspection of Completed Works, IA	429	429							
OM	Inspection of Completed Works, MT	169	169							
OM	Inspection of Completed Works, ND	69	69							
OM	Inspection of Completed Works, NE	554	554							
OM	Inspection of Completed Works, SD	139	139							
OM	Missouri River - Kenslers Bend, NE to Sioux City, IA	81	81							
OM	Oahe Dam - Lake Oahe, SD	11,215	1,076	785	6,976		1,664	464	250	
OM	Papillion Creek & Tribs. Lakes, NE	778	682				80	16		
OM	Pipestem Lake, ND	835	709				97	29		
OM	Salt Creek & Tribs., NE	1,025	933				72	20		
OM	Scheduling Reservoir Operations, MT	118	118							
OM	Scheduling Reservoir Operations, ND	120	120							
OM	Scheduling Reservoir Operations, SD	120	120							
OM	Scheduling Reservoir Operations, WY	119	119							
OM	Operations and Maintenance Total	118,127	38,182	10,260	39,489	0	11,807	17,298	1,091	
REG	Regulatory Total	12,000	0	0	0	0	0	0	0	12,000
	GRAND TOTAL	234,809	52,397	10,460	39,489	90,200	11,807	17,298	1,158	12,000

FISCAL YEAR 2012 ADDITIONAL FUNDS

Subcommittee. For the record, please provide the allocations for the competitive funding provided in fiscal year 2012 for Investigations, Construction, Mississippi River and Tributaries, and Operation and Maintenance.

Army Corps of Engineers -- Civil Works
Allocations of Additional Funding for Ongoing Work
Investigations Appropriation
Fiscal Year 12

State	Division	Project or Program	Statement of Managers Amount	Additional Workplan Amount
Flood and Storm Damage Reduction				**2,000,000**
XX	IWR	NATIONAL FLOOD RISK MANAGEMENT	2,870,000	575,000
XX	IWR	NATIONAL SHORELINE	167,000	500,000
XX	HQ	PLANNING SUPPORT PROGRAM	2,966,000	700,000
		FUNDING OF PREVIOUS TRANSFER THAT IS NOT BEING RESTORED [1/]		225,000
Flood Control				**9,000,000**
AZ	SPD	LITTLE COLORADO RIVER (WINSLOW), AZ	0	340,000
CA	SPD	SAN JOAQUIN RB, WEST STANISLAUS COUNTY, ORESTIMBA CREEK, CA	0	223,000
CA	SPD	SAN JOAQUIN RIVER BASIN, LOWER SAN JOAQUIN, CA	0	300,000
CA	SPD	SUTTER COUNTY, CA	324,000	500,000
CA	SPD	UPPER PENITENCIA CREEK, CA	169,000	8,000
CO	NWD	CACHE LA POUDRE, CO	0	65,000
HI	POD	WAIAKEA-PALAI, HI	0	150,000
IA	MVD	CEDAR RIVER, CEDAR RAPIDS, IA	0	450,000
IL	LRD	DES PLAINES RIVER, IL (PHASE II)	478,000	22,000
IL	MVD	PRAIRIE DU PONT AND FISH LAKE FLOOD PROTECTION, IL	0	133,000
KS	NWD	BRUSH CREEK BASIN, KS & MO	0	60,000
KS	NWD	MANHATTAN, KS	0	200,000
KS	NWD	TOPEKA, KS	96,000	250,000
KS	NWD	UPPER TURKEY CREEK, KS	0	100,000
KY	LRD	OHIO RIVER SHORELINE, PADUCAH, KY	0	300,000
LA	MVD	SOUTHWEST COASTAL LOUISIANA HURRICANE PROTECTION, LA	0	400,000
MO	NWD	MISSOURI RIVER LEVEE SYSTEM, UNITS L455 & R460-471, MO & KS	0	400,000
NJ	NAD	PASSAIC RIVER MAINSTEM, NJ	0	250,000
NJ	NAD	PECKMAN RIVER BASIN, NJ	0	200,000
NJ	NAD	RAHWAY RIVER BASIN, NJ	0	225,000
NJ	NAD	SOUTH RIVER, RARITAN RIVER BASIN, NJ	0	125,000
NJ	NAD	STONY BROOK, MILLSTONE RIVER BASIN, NJ	0	50,000
NV	SPD	TRUCKEE MEADOWS, NV	0	100,000
NY	NAD	UPPER DELAWARE RIVER WATERSHED, LIVINGSTON MANOR, NY	0	200,000
NY	NAD	UPPER SUSQUEHANNA COMPREHENSIVE FLOOD DAMAGE REDUCTION, NY	0	75,000
ND	NWD	JAMES RIVER, ND	0	150,000
PA	NAD	BLOOMSBURG, PA	0	210,000
TN	LRD	MILL CREEK WATERSHED, DAVIDSON COUNTY, TN	0	50,000
TX	SWD	ABILENE, TX (BRAZOS RIVER BASIN-ELM CREEK)	0	136,000
TX	SWD	DALLAS FLOODWAY, UPPER TRINITY RIVER BASIN, TX	670,000	1,880,000
WA	NWD	PUYALLUP RIVER, WA	0	450,000
WA	NWD	SKAGIT R, WA/SKAGIT CO, WA	0	700,000
		FUNDING OF PREVIOUS TRANSFER THAT IS NOT BEING RESTORED [1/]		298,000
Shore Protection				**3,000,000**
CA	SPD	ENCINITAS-SOLANA BEACH, CA	127,000	173,000
CA	SPD	SOUTH SAN FRANCISCO SHORELINE, CA	0	353,000
FL	SAD	FLAGLER COUNTY, FL	0	236,000
MD	NAD	CHES BAY SHORELINE-SUSQUE REGIONAL & RESERVOIR SEDIMENT MGMT	0	300,000

Army Corps of Engineers -- Civil Works
Allocations of Additional Funding for Ongoing Work
Investigations Appropriation
Fiscal Year 12

State	Division	Project or Program	Statement of Managers Amount	Additional Workplan Amount
NJ	NAD	NEW JERSEY SHORE PROTECTION, HEREFORD TO CAPE MAY INLET, NJ	0	300,000
NJ	NAD	NEW JERSEY SHORELINE ALTERNATIVE LONG-TERM NOURISHMENT, NJ	0	100,000
WA	NWD	ELLIOTT BAY SEAWALL, WA	0	100,000
		FUNDING OF PREVIOUS TRANSFER THAT IS NOT BEING RESTORED 1/		1,438,000
Navigation				**2,000,000**
XX	IWR	COMMITTEE ON MARINE TRANSPORTATION SYSTEMS	96,000	100,000
XX	ERD	RESEARCH AND DEVELOPMENT	16,505,000	1,520,000
		FUNDING OF PREVIOUS TRANSFER THAT IS NOT BEING RESTORED 1/		380,000
Coastal and Deep-Draft Navigation				**10,000,000**
AK	POD	ALASKA REGIONAL PORTS, AK	0	750,000
AK	POD	ANCHORAGE HARBOR DEEPENING, AK	0	200,000
CA	SPD	LOS ANGELES COUNTY, CA	77,000	3,000
CA	SPD	REDWOOD CITY HARBOR, CA	0	400,000
FL	SAD	LAKE WORTH INLET, PALM BEACH COUNTY, FL	280,000	460,000
FL	SAD	MILE POINT, FL	48,000	602,000
FL	SAD	PORT EVERGLADES HARBOR, FL	0	600,000
HI	POD	HILO HARBOR MODIFICATIONS, HI	0	400,000
MA	NAD	BOSTON HARBOR DEEP DRAFT INVESTIGATION, MA	0	10,000
NC	SAD	WILMINGTON HARBOR IMPROVEMENTS, NC	0	500,000
NH	NAD	PORTSMOUTH HARBOR & PISCATAQUA RIVER, TURNING BASIN, NH	0	45,000
PA	NAD	DELAWARE RIVER DREDGED MATERIAL UTILIZATION, DE, NJ & PA	0	100,000
SC	SAD	CHARLESTON HARBOR, SC	0	2,500,000
TX	SWD	BRAZOS ISLAND HARBOR, BROWNSVILLE CHANNEL, TX	695,000	30,000
TX	SWD	FREEPORT HARBOR, TX	0	250,000
WA	NWD	GRAYS HARBOR, WA	0	800,000
XX	IWR	TRANSPORTATION SYSTEMS	335,000	1,179,000
		FUNDING OF PREVIOUS TRANSFER THAT IS NOT BEING RESTORED 1/		1,171,000
Inland Navigation				**3,000,000**
KY&OH	LRD	GREENUP LOCKS AND DAM, OHIO RIVER, KY & OH	0	640,000
LA	MVD	CALCASIEU LOCK, LA	957,000	400,000
PA	LRD	UPPER OHIO NAVIGATION STUDY, PA	1,304,000	284,000
TX	SWD	GIWW, PORT O'CONNOR TO CORPUS CHRISTI BAY, TX	0	350,000
		FUNDING OF PREVIOUS TRANSFER THAT IS NOT BEING RESTORED 1/		1,326,000
Small, Remote, or Subsistence Navigation				**1,500,000**
AK	POD	LITTLE DIOMEDE HARBOR, AK	0	50,000
AK	POD	WHITTIER BREAKWATER, AK	0	200,000
		FUNDING OF PREVIOUS TRANSFER THAT IS NOT BEING RESTORED 1/		1,250,000
Other Authorized Project Purposes (including but not limited to Environmental Restoration or Compliance and Remote, Coastal, or Small Watershed)			**2,870,000**	**1,240,000**
CA	SPD	LA RIVER ECOSYSTEM RESTORATION, CA	0	350,000

Army Corps of Engineers -- Civil Works
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Fiscal Year 12

State	Division	Project or Program	Statement of Managers Amount	Additional Workplan Amount
CO	NWD	CHATFIELD, CHERRY CREEK AND BEAR CREEK RESERVOIRS, CO	0	148,000
IL	LRD	INTERBASIN CONTROL OF GREAT LAKES-MISSISSIPPI RIVER AQUATIC	2,870,000	130,000
		FUNDING OF PREVIOUS TRANSFER THAT IS NOT BEING RESTORED [1/]		612,000
Environmental Restoration or Compliance				**1,000,000**
AR	MVD	LOWER MISS RESOURCE ASSESSMENT, AR IL KY LA MS MO TN	0	200,000
CA	SPD	CALFED	96,000	59,000
CA	SPD	MALIBU CREEK WATERSHED, CA	201,000	9,000
CA	SPD	SAN PABLO BAY WATERSHED, CA	478,000	22,000
MD	NAD	CHESAPEAKE BAY PROGRAM	72,000	100,000
NY	NAD	HUDSON - RARITAN ESTUARY, NY & NJ	383,000	200,000
OR	NWD	AMAZON CREEK, OR	0	91,000
PA	NAD	SCHUYLKILL RIVER BASIN, WISSAHICKON CREEK BASIN, PA	191,000	9,000
WA	NWD	PUGET SOUND NEARSHORE MARINE HABITAT RESTORATION, WA	383,000	260,000
		FUNDING OF PREVIOUS TRANSFER THAT IS NOT BEING RESTORED [1/]		50,000
Remote, Coastal, or Small Watershed				**2,000,000**
AK	POD	MATANUSKA RIVER WATERSHED, AK	96,000	200,000
HI	POD	WEST MAUI WATERSHED, MAUI, HI	0	350,000
WA	NWD	SKOKOMISH RIVER BASIN, WA	0	200,000
		FUNDING OF PREVIOUS TRANSFER THAT IS NOT BEING RESTORED [1/]		1,250,000

[1/] Note: The Corps transferred $8,000,000 from the Investigations appropriation to the Flood Control and Coastal Emergencies appropriation to repair infrastructure that was damaged during Spring flooding and hurricane events.

Army Corps of Engineers - Civil Works
Allocations of Additional Funding for Ongoing Work
Construction Appropriation

State	Division	Project or Program	Statement of Managers Amount	Additional Work Plan Amount
		FLOOD AND STORM DAMAGE REDUCTION		**19,772,000**
TX	SWD	BRAYS BAYOU, HOUSTON, TX	2,940,000	2,064,000
		FUNDING OF PREVIOUS TRANSFER [1/]	0	17,708,000
		FLOOD CONTROL		**59,316,000**
AR	MVD	RED RIVER BELOW DENISON DAM, LA, AR & TX	0	90,000
AZ	SPD	NOGALES WASH, AZ	0	2,532,000
AZ	SPD	RIO DE FLAG FLAGSTAFF, AZ	0	2,500,000
AZ	SPD	TUCSON DRAINAGE AREA, AZ	0	500,000
CA	SPD	AMERICAN RIVER WATERSHED (FOLSOM DAM MODIFICATIONS), CA	20,580,000	7,420,000
CA	SPD	AMERICAN RIVER WATERSHED (FOLSOM DAM RAISE), CA	980,000	720,000
CA	SPD	NAPA RIVER, CA	0	1,300,000
CA	SPD	SAN LUIS REY RIVER, CA	0	1,300,000
CA	SPD	SANTA ANA RIVER MAINSTEM, CA	20,090,000	3,003,000
CA	SPD	SANTA MARIA LEEVES, CA	0	6,089,000
IA	MVD	DAVENPORT, IA	0	2,300,000
IL	MVD	CHAIN OF ROCKS CANAL, MISSISSIPPI RIVER, IL (DEF CORR)	2,205,000	1,245,000
IL	MVD	EAST ST LOUIS, IL	1,323,000	185,000
KS	NWD	TURKEY CREEK BASIN, KS & MO	3,920,000	2,080,000
MN	MVD	BRECKENRIDGE, MN	0	3,000,000
MN	MVD	ROSEAU, MN	0	300,000
MO	NWD	BLUE RIVER BASIN, KANSAS CITY, MO	0	50,000
MO	MVD	MONARCH - CHESTERFIELD, MO	1,324,000	927,000
MO	NWD	SWOPE PARK INDUSTRIAL AREA, KANSAS CITY, MO	0	100,000
NM	SPD	ALAMOGORDO, NM	0	4,200,000
OH	LRD	DOVER DAM, MUSKINGUM RIVER, OH (DAM SAFETY ASSURANCE)	5,000,000	900,000
OH	LRD	HOLES CREEK	0	1,500,000
OR	NWD	ELK CREEK LAKE, OR	0	80,000
PR	SAD	PORTUGUES AND BUCANA RIVERS, PR	44,100,000	2,900,000
SD	NWD	BIG SIOUX RIVER, SIOUX FALLS, SD	0	1,800,000
TX	SWD	CLEAR CREEK, TX	0	250,000
TX	SWD	SIMS BAYOU, HOUSTON, TX	0	1,000,000
VA	SAD	ROANOKE RIVER UPPER BASIN, HEADWATERS AREA, VA	1,054,000	500,000
WA	NWD	MUD MOUNTAIN DAM, WA	980,000	160,000
		FUNDING OF PREVIOUS TRANSFER [1/]	0	10,385,000
		SHORE PROTECTION		**39,544,000**
DE	NAD	DELAWARE COAST, BETHANY BEACH TO SOUTH BETHANY BEACH	0	150,000
DE	NAD	DELAWARE COAST, REHOBOTH BEACH TO DEWEY BEACH, DE	0	150,000
FL	SAD	FORT PIERCE BEACH, FL	343,000	450,000
NC	SAD	CAROLINA BEACH AND VICINITY, NC	0	4,400,000
NJ	NAD	BARNEGAT INLET TO LITTLE EGG HARBOR INLET, NJ	0	600,000
NJ	NAD	BRIGANTINE INLET TO GREAT EGG INLET (ABSECON ISLAND), NJ	0	3,500,000
NJ	NAD	BRIGANTINE INLET TO GREAT EGG INLET, BRIGANTINE ISLAND, NJ	0	3,580,000
NJ	NAD	SANDY HOOK TO BARNEGAT INLET, NJ	0	12,300,000
NJ	NAD	TOWNSENDS INLET TO CAPE MAY INLET, NJ	0	300,000
PA	LRD	PRESQUE ISLE PENINSULA, PA (PERMANENT)	1,470,000	30,000
		FUNDING OF PREVIOUS TRANSFER [1/]	0	14,084,000

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Allocations of Additional Funding for Ongoing Work
Construction Appropriation

State	Division	Project or Program	Statement of Managers Amount	Additional Work Plan Amount
		NAVIGATION		**74,145,000**
AK	POD	SITKA HARBOR, AK	0	8,000,000
CA	SPD	OAKLAND HARBOR (50 FOOT PROJECT), CA	343,000	868,000
CA	SPD	SAN FRANCISCO BAY TO STOCKTON, CA	0	800,000
FL	SAD	JACKSONVILLE HARBOR, FL	6,860,000	5,140,000
FL	SAD	TAMPA HARBOR, FL	0	250,000
GA	SAD	SAVANNAH HARBOR EXPANSION, GA	588,000	2,500,000
IL	MVD	ILLINOIS WATERWAY, LOCKPORT LOCK AND DAM, IL	0	4,200,000
IL	MVD	MELVIN PRICE LOCK AND DAM, IL & MO	0	1,100,000
IL	LRD	OLMSTED LOCKS AND DAM, OHIO RIVER, IL & KY	147,000,000	3,000,000
KY	LRD	MARKLAND LOCKS AND DAM, KY & IN (REHAB)	0	2,536,000
LA	MVD	J BENNETT JOHNSTON WATERWAY, LA	0	1,000,000
NC	SAD	WILMINGTON HARBOR, NC	0	22,361,000
NJ	NAD	CAPE MAY INLET TO LOWER TOWNSHIP, NJ	0	200,000
NJ	NAD	DELAWARE RIVER MAIN CHANNEL, NJ, PA & DE	0	16,864,000
NY	NAD	NEW YORK AND NEW JERSEY HARBOR, NY & NJ	63,714,000	1,300,000
PA	LRD	LOCKS AND DAMS 2, 3 AND 4, MONONGAHELA RIVER, PA	1,000,000	2,000,000
VA	NAD	AIWW, BRIDGES AT DEEP CREEK, VA	0	450,000
		FUNDING OF PREVIOUS TRANSFER [1/]	0	1,576,000
		OTHER AUTHORIZED PROJECT PURPOSES		**7,909,000**
MI	LRD	GREAT LAKES FISHERIES AND ECOSYSTEM RESTORATION	0	2,000,000
MT	NWD	FT PECK DAM AND LAKE, MT	0	200,000
NE	NWD	SAND CREEK WATERSHED, SAUNDERS COUNTY, NEBRASKA	0	1,160,000
WA	NWD	PUGET SOUND AND ADJACENT WATERS RESTORATION, WA	0	2,000,000
		FUNDING OF PREVIOUS TRANSFER [1/]	0	2,549,000
		ENVIRONMENTAL RESTORATION OR COMPLIANCE		**8,897,000**
GA	SAD	LOWER SAVANNAH RIVER BASIN, GA	44,000	42,000
IA	NWD	MISSOURI R FISH AND WILDLIFE RECOVERY, IA, KS, MO, MT, NE, N	71,430,000	1,458,000
IL	LRD	CHICAGO SANITARY AND SHIP CANAL DISPERSAL BARRIER, IL	23,584,000	481,000
MD	NAD	CHESAPEAKE BAY OYSTER RECOVERY, MD & VA	4,900,000	100,000
MD	NAD	POPLAR ISLAND, MD	11,760,000	2,440,000
OR	NWD	LOWER COLUMBIA RIVER ECOSYSTEM RESTORATION, OR & WA	4,116,000	84,000
OR	NWD	WILLAMETTE RIVER TEMPERATURE CONTROL, OR	0	200,000
WA	NWD	COLUMBIA RIVER FISH MITIGATION, WA, OR & ID	125,837,000	2,568,000
		FUNDING OF PREVIOUS TRANSFER [1/]	0	1,524,000
		ENVIRONMENTAL INFRASTRUCTURE		**29,660,000**
CA	SPD	CONTRA COSTA CANAL, CA (SEC 219)	0	250,000
CA	SPD	NORTH VALLEY REGIONAL WATER INFRASTRUCTURE, CA	0	298,000
ID	NWD	RURAL IDAHO, ID	0	2,500,000
IL	LRD	COOK COUNTY INFRASTRUCTURE, IL	0	500,000
IN	LRD	CALUMET REGION, IN	0	2,500,000
KY	LRD	SOUTHERN AND EASTERN KENTUCKY ENVIRONMENTAL INFRASTRUCTURE	0	1,000,000
MI	LRD	GENESEE COUNTY DRAIN		225,000
MS	MVD	DESOTO COUNTY WASTEWATER TREATMENT, MS	0	2,000,000
MS	MVD	MISSISSIPPI ENVIRONMENTAL INFRASTRUCTURE, MS	0	165,000
MT	NWD	RURAL MONTANA, MT	0	2,000,000

Allocations of Additional Funding for Ongoing Work
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State	Division	Project or Program	Statement of Managers Amount	Additional Work Plan Amount
ND	MVD	NORTH DAKOTA INFRASTRUCTURE, ND	0	1,950,000
NV	SPD	RURAL NEVADA (SECT 595)	0	3,824,000
PA	NAD	SOUTHEASTERN PENNSYLVANIA, PA	0	2,300,000
UT	SPD	RURAL UTAH	0	900,000
WV	LRD	SOUTHERN WEST VIRGINIA ENVIRONMENTAL INFRASTRUCTURE, WV	0	1,000,000
		FUNDING OF PREVIOUS TRANSFER [1/]	0	8,248,000
		HYDROPOWER		**13,840,000**
ND	NWD	GARRISON DAM, LAKE SAKAKAWEA, ND	0	13,800,000
OR	NWD	COLUMBIA RIVER TREATY FISHING ACCESS SITES, OR & WA	1,960,000	40,000
		FUNDING OF PREVIOUS TRANSFER [1/]	0	0

Note: [1/] The Corps transferred $77,000,000 from the Construction appropriation to the Flood Control and Coastal Emergencies appropriation to repair infrastructure that was damaged during spring flooding and hurricane events. Of this, $56,074,000 is sourced from the additional funding for ongoing work, and $20,926,000 is sourced from other projects and programs receiving FY 2012 funding.

Army Corps of Engineers -- Civil Works
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Mississippi River and Tributaries Appropriation
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State	Division	Project or Program	Statement of Managers Amount	Additional Work Plan Amount
		DREDGING		**5,000,000**
LA	MVD	ATCHAFALAYA BASIN, LA (Maintenance)	8,747,000	1,000,000
XX	MVD	CHANNEL IMPROVEMENT (Maintenance)	45,254,000	4,000,000
		FLOOD CONTROL		**24,000,000**
AR	MVD	INSPECTION OF COMPLETED WORKS, AR	185,000	4,000
AR	MVD	LOWER ARKANSAS RIVER, SOUTH BANK, AR	147,000	41,000
AR	MVD	ST FRANCIS BASIN, AR & MO	0	300,000
IL	MVD	INSPECTION OF COMPLETED WORKS, IL	108,000	2,000
KY	MVD	INSPECTION OF COMPLETED WORKS, KY	59,000	1,000
LA	MVD	ATCHAFALAYA BASIN, LA (Construction)	6,179,000	292,000
LA	MVD	BAYOU COCODRIE AND TRIBUTARIES, LA	47,000	1,000
LA	MVD	BONNET CARRE, LA	2,104,000	41,000
LA	MVD	INSPECTION OF COMPLETED WORKS, LA	684,000	584,000
LA	MVD	LOWER RED RIVER, SOUTH BANK LEVEES, LA	370,000	7,000
LA	MVD	OLD RIVER, LA	6,820,000	134,000
LA	MVD	TENSAS BASIN, BOEUF AND TENSAS RIVERS, AR & LA (Maintenance)	1,848,000	36,000
LA	MVD	TENSAS BASIN, RED RIVER BACKWATER, LA (Maintenance)	2,425,000	959,000
MO	MVD	INSPECTION OF COMPLETED WORKS, MO	123,000	2,000
MO	MVD	WAPPAPELLO LAKE, MO	4,087,000	2,375,000
MS	MVD	BIG SUNFLOWER RIVER WATERSHED (QUIVER RIVER, MS) (Investigation)	0	100,000
MS	MVD	INSPECTION OF COMPLETED WORKS, MS	107,000	2,000
MS	MVD	YAZOO BASIN, UPPER YAZOO PROJECTS, MS (Construction)	0	110,000
MS	MVD	YAZOO BASIN, BIG SUNFLOWER RIVER, MS (Construction)	0	250,000
MS	MVD	YAZOO BASIN, BIG SUNFLOWER RIVER, MS (Maintenance)	181,000	4,000
MS	MVD	YAZOO BASIN, ARKABUTLA LAKE, MS	4,517,000	114,000
MS	MVD	YAZOO BASIN, ENID LAKE, MS	4,302,000	445,000
MS	MVD	YAZOO BASIN, GREENWOOD, MS	791,000	16,000
MS	MVD	YAZOO BASIN, GRENADA LAKE, MS	4,424,000	1,592,000
MS	MVD	YAZOO BASIN, MAIN STEM, MS (Construction)	0	25,000
MS	MVD	YAZOO BASIN, MAIN STEM, MS (maintenance)	999,000	1,528,000
MS	MVD	YAZOO BASIN, SARDIS LAKE, MS	5,578,000	2,729,000

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Allocations of Additional Funding for Ongoing Work
Mississippi River and Tributaries Appropriation
Fiscal Year 2012

State	Division	Project or Program	Statement of Managers Amount	Additional Work Plan Amount
MS	MVD	YAZOO BASIN, TRIBUTARIES, MS	948,000	369,000
MS	MVD	YAZOO BASIN, WILL M WHITTINGTON AUX CHAN, MS	371,000	1,123,000
MS	MVD	YAZOO BASIN, YAZOO BACKWATER AREA, MS (Construction)	0	50,000
MS	MVD	YAZOO BASIN, YAZOO BACKWATER AREA, MS (Maintenance)	507,000	10,000
MS	MVD	YAZOO BASIN, YAZOO CITY, MS	717,000	664,000
MS	MVD	YAZOO BASIN-BACKWATER PUMPING PLANT (Construction)	0	235,000
TN	MVD	INSPECTION OF COMPLETED WORKS, TN	59,000	1,000
TN	MVD	WEST TENNESSEE TRIBUTARIES, TN (Construction)	0	200,000
XX	MVD	CHANNEL IMPROVEMENT (CONSTRUCTION)	44,694,000	4,219,000
XX	MVD	COLLECTION AND STUDY OF BASIC DATA	490,000	410,000
XX	MVD	MAPPING	1,179,000	23,000
XX	MVD	MISSISSIPPI RIVER LEVEES, AR, IL, KY, LA, MS, MO & TN (Construction)	9,723,000	4,012,000
XX	MVD	MISSISSIPPI RIVER LEVEES, AR, IL, KY, LA, MS, MO & TN (Maintenance)	3,431,000	990,000
		OTHER AUTHORIZED PROJECT PURPOSES		**17,037,000**
AR	MVD	GRAND PRAIRIE REGION, AR	0	592,000
LA	MVD	ATCHAFALAYA BASIN, FLOODWAY SYSTEM, LA (Construction)	1,863,000	7,037,000
LA	MVD	ATCHAFALAYA BASIN, FLOODWAY SYSTEM, LA (Maintenance)	1,440,000	853,000
LA	MVD	MISSISSIPPI DELTA REGION, LA	430,000	1,929,000
MS	MVD	YAZOO BASIN - DELTA HEADWATERS PROJECT, MS	0	5,774,000
TN	MVD	MEMPHIS METRO AREA, STORM WATER MANAGEMENT STUDY, TN	98,000	2,000
TN	MVD	MEMPHIS HARBOR, McKELLAR LAKE, TN	1,394,000	850,000

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Operation and Maintenance Appropriation
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State	Division	Project or Program	Statement of Managers Amount	Additional Work Plan Amount
		NAVIGATION MAINTENANCE		**34,000,000**
		1% EMERGENCY FUNDING		340,000
AK	POD	COOK INLET SHOALS, AK	0	198,000
AL	SAD	PERDIDO PASS CHANNEL, AL	0	495,000
CA	SPD	PROJECT CONDITION SURVEYS, CA	1,676,000	350,460
CA	SPD	REDWOOD CITY HARBOR, CA	0	148,500
CA	SPD	RICHMOND HARBOR, CA	7,986,000	1,003,860
CA	SPD	SACRAMENTO RIVER (30 FOOT PROJECT), CA	0	3,217,500
CA	SPD	SACRAMENTO RIVER AND TRIBUTARIES (DEBRIS CONTROL), CA	1,273,000	224,730
CA	SPD	SAN FRANCISCO BAY LONG TERM MANAGEMENT STRATEGY, CA	0	247,500
CA	SPD	SAN FRANCISCO HARBOR AND BAY, CA (DRIFT REMOVAL)	1,940,000	1,049,400
CA	SPD	SAN JOAQUIN RIVER, PORT OF STOCKTON, CA	3,672,000	819,720
FL	SAD	CANAVERAL HARBOR, FL	5,049,000	2,822,490
FL	SAD	INTRACOASTAL WATERWAY, JACKSONVILLE TO MIAMI, FL	0	841,500
GA	SAD	ATLANTIC INTRACOASTAL WATERWAY, GA	0	222,750
GA	SAD	BRUNSWICK HARBOR, GA	2,941,000	1,048,410
IA	NWD	MISSOURI RIVER-SIOUX CITY TO THE MOUTH, IA, KS, MO & NE	6,077,000	1,309,770
IL	MVD	ILLINOIS WATERWAY (MVR PORTION), IL & IN	31,309,000	585,090
IL	LRD	WAUKEGAN HARBOR, IL	0	788,040
LA	MVD	GULF INTRACOASTAL WATERWAY, LA	29,974,000	594,990
MI	LRD	HOLLAND HARBOR, MI	9,000	585,090
MI	LRD	MANISTEE HARBOR, MI	0	495,000
MI	LRD	SAGINAW RIVER, MI	539,000	2,079,000
MS	SAD	GULFPORT HARBOR, MS	1,765,000	1,024,650
NC	SAD	ATLANTIC INTRACOASTAL WATERWAY, NC	0	1,485,000
NC	SAD	MOREHEAD CITY HARBOR, NC	5,784,000	1,005,840
NY	NAD	EAST ROCKAWAY INLET, NY	0	421,740
OR	NWD	COOS BAY, OR	4,699,000	297,990
OR	NWD	MCNARY LOCK AND DAM, OR & WA	5,204,000	1,085,040
PA	LRD	ALLEGHENY RIVER, PA	3,921,000	474,210
PA	NAD	DELAWARE RIVER, PHILADELPHIA, PA TO TRENTON, NJ	1,073,000	620,730
SC	SAD	ATLANTIC INTRACOASTAL WATERWAY, SC	0	311,850

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TX	SWD	SABINE - NECHES WATERWAY, TX	13,903,000	1,086,030
VA	NAD	ATLANTIC INTRACOASTAL WATERWAY - ACC, VA	1,708,000	190,080
VA	NAD	ATLANTIC INTRACOASTAL WATERWAY - DSC, VA	1,133,000	16,830
WA	NWD	GRAYS HARBOR, WA	8,333,000	2,640,330
WI	LRD	MILWAUKEE HARBOR, WI	0	1,485,000
XX	MVD	DREDGE WHEELER READY RESERVE	11,760,000	237,600
XX	ERD	DREDGING OPERATIONS AND ENVIRONMENTAL RESEARCH (DOER)	6,176,000	1,485,000
XX	HQ	REMOVAL OF SUNKEN VESSELS	490,000	9,900
XX	WRC	WATERBORNE COMMERCE STATISTICS	4,677,000	655,380
		SMALL, REMOTE, OR SUBSISTENCE NAVIGATION		**30,000,000**
		1% EMERGENCY FUNDING		300,000
AK	POD	BETHEL HARBOR, AK	0	2,178,000
AK	POD	HOMER HARBOR, AK	444,000	372,240
AK	POD	O&M KODIAK HARBORS, AK	0	1,744,380
AK	POD	PETERSBURG HARBOR, AK	0	3,417,480
AK	POD	PROJECT CONDITION SURVEYS, AK	490,000	776,160
AK	POD	SEWARD HARBOR, AK	0	1,930,500
AL	SAD	DAUPHIN ISLAND BAY, AL	0	495,000
CA	SPD	HUMBOLDT HARBOR AND BAY, CA	2,745,000	450,450
CA	SPD	MARINA DEL REY, CA	3,107,000	2,369,070
CA	SPD	NEWPORT BAY HARBOR, CA	0	1,980,000
CA	SPD	SACRAMENTO RIVER SHALLOW DRAFT CHANNEL, CA	122,000	371,250
CA	SPD	SAN RAFAEL CREEK, CA	0	148,500
CT	NAD	CLINTON HARBOR, CT	0	198,000
DE	NAD	NANTICOKE RIVER NORTHWEST FORK, MD	0	1,881,000
FL	SAD	FORT MYERS BEACH, FL	0	396,000
FL	SAD	INTRACOASTAL WATERWAY, CALOOSAHATCHEE R TO ANCLOTE R, FL	0	297,000
FL	SAD	OKEECHOBEE WATERWAY, FL	1,968,000	427,680
FL	SAD	PONCE DE LEON INLET, FL	0	990,000
FL	SAD	ST LUCIE INLET, FL	0	247,500
GU	POD	AGANA SMALL BOAT HARBOR, GUAM	0	99,000

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GU	POD	AGAT SMALL BOAT HARBOR, GUAM	0	99,000
HI	POD	KIKIAOLA SMALL BOAT HARBOR, KAUAI, HI	0	850,410
HI	POD	LAUPAHOEHOE SMALL BOAT HARBOR, HAWAII, HI	0	420,750
HI	POD	NAWILIWILI SMALL BOAT HARBOR, KAUAI, HI	0	247,500
MA	NAD	GREEN HARBOR, MA	0	198,000
ME	NAD	WELLS HARBOR, ME	0	198,000
MI	LRD	ST JOSEPH HARBOR, MI	0	693,000
NC	SAD	CHANNEL FROM PAMLICO SOUND TO RODANTHE, NC	0	346,500
NC	SAD	SILVER LAKE HARBOR, NC	245,000	252,450
NJ	NAD	NEW JERSEY INTRACOASTAL WATERWAY, NJ	0	257,400
NJ	NAD	SANDY HOOK BAY AT LEONARD, NJ	0	127,710
NJ	NAD	SHARK RIVER, NJ	0	495,000
OR	NWD	ROGUE RIVER AT GOLD BEACH, OR	562,000	87,120
OR	NWD	SIUSLAW RIVER, OR	540,000	133,650
OR	NWD	UMPQUA RIVER, OR	0	721,710
VA	NAD	LYNNHAVEN INLET, VA	0	396,000
VA	NAD	RUDEE INLET, VA	0	99,000
VA	NAD	TANGIER CHANNEL, VA	0	74,250
VA	NAD	WATERWAY ON THE COAST OF VIRGINIA, VA	0	841,500
WA	NWD	LAKE CROCKETT (KEYSTONE HARBOR), WA	0	114,840
WA	NWD	SWINOMISH CHANNEL, WA	0	2,277,000
		INLAND WATERWAYS		**30,000,000**
		1% EMERGENCY FUNDING		300,000
AL	SAD	BLACK WARRIOR AND TOMBIGBEE RIVERS, AL	21,008,000	388,080
AR	SWD	MCCLELLAN-KERR ARKANSAS RIVER NAVIGATION SYSTEM, AR	26,087,000	2,289,870
IL	MVD	MISSISSIPPI RIVER BETWEEN MISSOURI RIVER AND MINNEAPOLIS	23,118,000	12,662,100
KY	LRD	OHIO RIVER LOCKS AND DAMS, KY, IL, IN & OH	32,901,000	2,771,010
PA	LRD	OHIO RIVER LOCKS AND DAMS, PA, OH & WV	22,685,000	5,707,350
TX	SWD	GULF INTRACOASTAL WATERWAY, TX	23,800,000	3,168,000
WV	LRD	OHIO RIVER LOCKS AND DAMS, WV, KY & OH	33,559,000	2,713,590

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		DEEP-DRAFT HARBOR AND CHANNEL		**55,000,000**
		1% EMERGENCY FUNDING		550,000
CA	SPD	OAKLAND HARBOR, CA	8,583,000	6,352,830
CA	SPD	SAN FRANCISCO HARBOR, CA	2,498,000	298,980
FL	SAD	JACKSONVILLE HARBOR, FL	6,372,000	2,106,720
FL	SAD	PALM BEACH HARBOR, FL	2,794,000	3,173,940
FL	SAD	PENSACOLA HARBOR, FL	0	1,980,000
FL	SAD	PORT EVERGLADES HARBOR, FL	1,961,000	2,662,110
FL	SAD	TAMPA HARBOR, FL	6,163,000	2,907,630
GA	SAD	SAVANNAH HARBOR, GA	17,109,000	4,842,090
LA	MVD	CALCASIEU RIVER AND PASS, LA	15,170,000	6,930,000
MI	LRD	ST MARYS RIVER, MI	25,519,000	2,753,190
MS	SAD	PASCAGOULA HARBOR, MS	5,543,000	1,937,430
NC	SAD	WILMINGTON HARBOR, NC	12,200,000	1,980,000
NY	NAD	HUDSON RIVER, NY (MAINT)	2,108,000	784,080
OR	NWD	COLUMBIA AND LOWER WILLAMETTE RIVERS BELOW VANCOUVER,	23,899,000	3,069,990
OR	NWD	COLUMBIA RIVER AT THE MOUTH, OR & WA	12,604,000	2,372,040
OR	NWD	COLUMBIA RIVER BETWEEN VANCOUVER, WA AND THE DALLES, OR	679,000	218,790
SC	SAD	CHARLESTON HARBOR, SC	13,569,000	228,690
TX	SWD	CORPUS CHRISTI SHIP CHANNEL, TX	5,795,000	103,950
TX	SWD	FREEPORT HARBOR, TX	4,702,000	1,498,000
TX	SWD	HOUSTON SHIP CHANNEL, TX	17,831,000	7,889,310
VA	NAD	NORFOLK HARBOR, VA	10,833,000	172,260
WA	NWD	LAKE WASHINGTON SHIP CANAL, WA	10,345,000	202,950
		OTHER AUTHORIZED PROJECT PURPOSES		**24,409,000**
		1% EMERGENCY FUNDING		244,090
CA	SPD	COYOTE VALLEY DAM, LAKE MENDOCINO, CA	3,575,000	963,270
CA	SPD	DRY CREEK (WARM SPRINGS) LAKE AND CHANNEL, CA	5,513,000	2,254,230
CO	NWD	CHATFIELD LAKE, CO	1,244,000	49,500
IL	MVD	CARLYLE LAKE, IL	5,235,000	891,000
KS	SWD	JOHN REDMOND DAM AND RESERVOIR, KS	1,424,000	108,900

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KS	NWD	WILSON LAKE, KS	1,575,000	148,500
KY	LRD	WOLF CREEK DAM, LAKE CUMBERLAND, KY	7,410,000	300,000
MA	NAD	BIRCH HILL DAM, MA	822,000	396,000
MO	NWD	HARRY S TRUMAN DAM AND RESERVOIR, MO	7,647,000	321,750
MO	NWD	STOCKTON LAKE, MO	3,818,000	237,600
MO	SWD	TABLE ROCK LAKE, MO & AR	6,943,000	396,000
ND	NWD	GARRISON DAM, LAKE SAKAKAWEA, ND	10,312,000	663,300
NE	NWD	GAVINS POINT DAM, LEWIS AND CLARK LAKE, NE & SD	7,288,000	594,000
NY	LRD	MOUNT MORRIS DAM, NY	2,804,000	247,500
OH	LRD	BERLIN LAKE, OH	2,561,000	652,410
OK	SWD	EUFAULA LAKE, OK	5,930,000	544,500
OK	SWD	HEYBURN LAKE, OK	621,000	990,000
OR	NWD	BONNEVILLE LOCK AND DAM, OR & WA	6,509,000	282,150
PA	NAD	RAYSTOWN LAKE, PA	4,418,000	495,000
RI	NAD	FOX POINT BARRIER, NARRANGANSETT BAY, RI	547,000	243,540
SD	NWD	BIG BEND DAM, LAKE SHARPE, SD	8,122,000	1,395,900
SD	NWD	COLD BROOK LAKE, SD	290,000	133,650
SD	NWD	FORT RANDALL DAM, LAKE FRANCIS CASE, SD	8,644,000	742,500
SD	NWD	OAHE DAM, LAKE OAHE, SD & ND	10,115,000	207,900
TN	LRD	J PERCY PRIEST DAM AND RESERVOIR, TN	4,294,000	1,006,830
TX	SWD	CANYON LAKE, TX	3,509,000	198,000
TX	SWD	TOWN BLUFF DAM, B A STEINHAGEN LAKE, TX	2,877,000	297,000
VT	NAD	TOWNSHEND LAKE, VT	862,000	254,430
VT	NAD	UNION VILLAGE DAM, VT	1,954,000	44,550
XX	HQ	ASSET MANAGEMENT/FACILITIES AND EQUIPMENT MANAGEMENT	4,657,000	4,950,000
XX	HQ	INTERAGENCY PERFORMANCE EVALUATION TASK	4,167,000	3,165,000
XX	WRC	RESPONSE TO CLIMATE CHANGE AT CORPS PROJECTS	4,902,000	990,000

QUESTIONS FROM CHAIRMAN FRELINGHUYSEN OF NEW JERSEY

FISCAL YEAR 2012 ADDITIONAL FUNDS JUSTIFICATION

Chairman Frelinghuysen. Ms. Darcy, I'd like to discuss the Administration's level of responsiveness to this committee over the past year. The day-to-day communication with the Corps has generally been fine, but anything that has needed official Administration review has been late or missing key information. The justification sheets for the fiscal year 2013 and 2012 budget requests were late. The questions for the record for last year's budget hearing were very late. When we were trying to ensure that the Corps would have the funding necessary to respond to the significant flood events across the country, the Administration was nowhere to be found.

Of most concern to me today, however, are the work plans for the additional funds provided in the fiscal year 2012 Act. The conference report was clear that you were supposed to provide us with the list of allocations AND the justifications for those specific decisions. We left all project evaluations and final allocation decisions up to you; we simply said you had to inform us of those decisions and supporting evaluations.

You should have had these project evaluations to provide along with the list of projects, since, theoretically at least, you needed these evaluations in order to determine which projects were to receive funding. The lack of explanatory information makes these decisions look very political, and raises many questions about how the Administration really makes its decisions.

Ms. Darcy, did the Administration, in fact, follow congressional direction to employ an objective evaluation for allocating these funds? If so, why did the work plan submission not include the project-level justification information as directed?

Assistant Secretary Darcy. In allocating the additional funding, the Army acted consistent with the criteria provided in the Statement of Managers, House Report 112-331. Based on an assessment of priorities and needs, we developed the Funding Allocation Priorities document and provided it to the Committees. However, the tables in this document did not include project-level justification information. I would be happy to provide such information to the Committees, and will do so as quickly as possible.

Chairman Frelinghuysen. Even though it is now late, I'm still very interested in reviewing that information. Are you working on a follow-up submission? If so, when can we expect it? What will be the format?

Assistant Secretary Darcy. I expect to provide revised tables to the Committees by the end of March 2012 for each of the four affected appropriations accounts. The tables will include an additional column concerning the basis for funding each project.

Chairman Frelinghuysen. What do you intend to do to ensure that complete and useful information will be provided in a timely manner in response to committee requests?

Assistant Secretary Darcy. We will work to provide more timely information. My staff and the Corps staff have instituted a new process for responding to questions for the record of budget hearing. The new process, which will be used to address questions from this hearing, involves specific timelines and continuous tracking of progress.

DREDGING

Chairman Frelinghuysen. Ms. Darcy, one of the Corps of Engineers' top priorities is to ensure our nation remains open for business by maintaining our federally authorized ports and waterways. That makes it incumbent upon the Corps to ask for sufficient funding each year. Does this budget request include enough funding to keep our ports and waterways dredged to their authorized depths and widths? If not, why not?

Assistant Secretary Darcy. The relatively high level of funding proposed in the Budget for our coastal ports reflects their contribution to the Nation's economy. Maintaining all of our coastal navigation projects to their authorized depths and widths year-round would require much more. The authorized depths and widths for a coastal navigation project generally reflect a set of assumptions and estimates in a project feasibility report. They do not provide a sound analytic basis for decisions being made today on the best way to use the Nation's resources.

Chairman Frelinghuysen. I understand difficult choices have to be made – the decisions this Subcommittee has to make every year are made even more difficult by the Administration's refusal to recognize the importance of our ports and waterways. Each year Congress increases funding for dredging over the budget request, and each successive year your request cuts it again, putting at risk the economic competitiveness of this country. This year is no different – your budget request for navigation is $37 million below last year's enacted level. What is the Administration's process for determining just how much reduced efficiency and economic competitiveness is acceptable when it comes to our ports and waterways?

Assistant Secretary Darcy. The Budget focuses on those investments that will yield high economic and environmental returns to the nation or address a significant risk to public safety. Recognizing the economic importance of our coastal navigation projects that have a high level of commercial use, the FY 2013 Budget increased funding for harbor maintenance and related work by $90 million, which is almost 12 percent, above the level proposed in the FY 2012 Budget.

Chairman Frelinghuysen. Last year, you told us that only 2 of the top 10 navigations projects in the country had full depth and width available and that that was largely because those two are naturally deep and do not need much dredging. We were also told that of the 59 busiest commercial ports, we only maintained authorized depths within the middle half of the width about one-third of the time. Is that still generally the case today?

Assistant Secretary Darcy. While we have not compiled such statistics for FY 2011, we assume that is still generally the case. However, we do not base our decisions on such statistics. The sufficiency of the channel for commercial navigation depends upon the economic and safety return from an additional investment in maintenance, which is a function of actual traffic utilization patterns. By contrast, the authorized depths and widths generally reflect a set of assumptions and estimates in a project feasibility report. They do not provide a sound analytical basis for decisions being made today on the best way to use the nation's resources.

Chairman Frelinghuysen. How much more funding would be needed to fulfill the federal government's responsibility to dredge its ports and waterways to authorized dimensions?

Assistant Secretary Darcy. Approximately $2 billion would be required annually to maintain all of the Corps' harbors, channels, and waterways to authorized dimensions, including providing suitable dredged material placement facilities, of which about $1.5 billion would be for high and moderate use harbors and channels, that is, commercial harbors and channels carrying over 1 million tons of commerce annually.

Chairman Frelinghuysen. What process does the Corps follow to determine which ports and waterways will be dredged and which will be allowed to fill in?

Assistant Secretary Darcy. The Corps focuses first on funding the coastal navigation projects that provide the greatest economic return to the nation. For coastal navigation projects with a low level of commercial use, the Corps considers a range of factors such as whether the harbor is a critical harbor of refuge or a subsistence harbor, or supports public transportation, U.S. Coast Guard search and rescue operations, the national defense, or other Federal agency use; the reliance on marine transportation for energy generation or home heating oil deliveries; and the level of commercial use (albeit less than a medium level of commercial use).

FLOOD CONTROL FUNDING REDUCTIONS

Chairman Frelinghuysen. The budget request reduces funding for the Corps by $271 million, one-third of which comes from the flood control business line. That's a $92 million overall cut in flood control improvements – including a cut of $102 million in the Construction account and a $10 million cut in the MR&T account – in the year following historic flooding on the Mississippi and Missouri Rivers, as well as significant flooding in the Northeast.

Does the Corps have an estimate for last year's floods of either total damages prevented by Corps projects or damages prevented per dollar invested?

Assistant Secretary Darcy. The Corps developed a rough order of magnitude estimate for damages avoided, based on maps of inundation with the Mississippi River and Tributaries system in place, and inundation without the system in place. The FY 2013 Budget justification materials for the main stem flood damage reduction system include $108 billion in damages avoided as an estimate. However, there is considerable uncertainty in developing such estimates.

Chairman Frelinghuysen. In light of the public safety and economic benefits we receive, is it really the best use of resources to cut investments in flood control infrastructure at this time?

Assistant Secretary Darcy. The Administration is working to put the country on a fiscally sustainable path, while addressing priority needs across the government from a national perspective. The investments proposed in the FY 2013 Budget for the Civil Works program are based on an assessment of the best way to use the available funds across the entire program.

INLAND WATERWAYS TRUST FUND ISSUES

Chairman Frelinghuysen. Ms. Darcy, last year you said the Administration looked forward to working with Congress and the inland waterways users to develop a proposal for the Inland Waterways System and build support for its adoption. Did you, in fact, work with either Congress or the inland waterways users when developing the most recent proposal? If not, why not?

Assistant Secretary Darcy. Representatives of the Administration considered the views of key inland waterways stakeholders as presented during several meetings with those stakeholders. The views and intent of the Congress, as reflected in Congressional language and law, were also considered in developing the proposal that the President transmitted a new legislative proposal to Congress in September.

Chairman Frelinghuysen. Do you have any specific plans to engage the appropriate stakeholders from this point forward?

Assistant Secretary Darcy. Yes, we welcome continued dialogue with inland waterways stakeholders on this issue and will reengage with the Inland Waterways Users Board now that new members have been selected.

Chairman Frelinghuysen. Although not identical, the most recent proposal regarding the Inland Waterways Trust Fund seems similar enough to the earlier lockage fee proposal that it is unlikely to garner the support necessary to be enacted. Does the Administration view this proposal as significantly different from the earlier proposal? If so, in what ways?

Assistant Secretary Darcy. The new legislative proposal is quite different from the previous one. For example, under the previous proposal, the diesel fuel tax would have been phased out over two years. The new proposal not only maintains the diesel fuel tax; it extends the diesel fuel tax by applying it to all of the inland waterways. The previous proposal raised revenue primarily through a lock user fee, charged for each commercial lockage, and the fee varied based on the size of the lock. The new proposal requires vessels that transport commercial cargo on the inland waterways to pay a flat annual fee, and authorizes the Secretary of the Army to determine whether to apply a two-tiered fee structure in recognition of the higher capital investment costs associated with the locks and dams of the inland waterways.

EMERGENCY SUPPLEMENTAL FUNDING PRIORITIZATION

Chairman Frelinghuysen. Ms. Darcy, Congress provided the Corps approximately $1.7 billion in scarce emergency supplemental funding to address the flood events of 2011, especially to rebuild the flood protection system against the next round of flooding. Would you bring the subcommittee up to speed on the progress you have made?

How did you prioritize funding for projects? Please provide the allocation list for the record.

Assistant Secretary Darcy. The Corps has allocated FY 2012 supplemental funds to projects as needed to finance all FY 2012 obligations for approved repair work that is covered by disaster declarations. The list of currently planned allocations for FY 2012 follows:

Account	Project Name	State	Description of Work	Project Cost	FY 12 Planned Allocations
FCCE	MR Levee Unit L 611-614	IA	Second Increment - $6 M to repair seepage with the installation of relief wells. Life, safety, and critical infrastructure at risk. Failure likelihood is moderate with consequence level of 3. The levee system protects approximately 409 people. It is estimated that the levee system provides about $79,908,000 in damage protection to critical infrastructure and land use. Critical infrastructure includes City of Council Bluffs WWTP, Mid-American Power Plant, Interstate 29, Highway 370 and Highway 29.	6,000,000	6,000,000
FCCE	MR Levee Unit L 611-614	IA	Third Increment - $4 M to repair damages to the riverside vegetation and levee crest. Repairs will include topsoil of riverside face with seeding and levee crest repair. Life, safety, and critical infrastructure at risk. Failure likelihood is low with consequence level of 3. The levee system protects approximately 409 people. It is estimated that the levee system provides about $79,908,000 in damage protection to critical infrastructure and land use. Critical infrastructure includes City of Council Bluffs WWTP, Mid-American Power Plant, Interstate 29, Highway 370 and Highway 29.	4,000,000	4,000,000
FCCE	MR Levee Unit L 594	IA	Repair levee damages to pre-flood conditions. Damages include erosion into critical levee section, levee crest damage, landside seepage, landside sandboils, and loss of vegetation on levee slopes. Repairs will include system wide riverside face restoration and crest repair, seepage berm construction, relief well installation and relief well rehabilitation. Life, safety, and critical infrastructure at risk. The levee system protects approximately 240 people. Total building value of $17,629,000, total content value of $9,632,000 and total structure value of $27,260,000.	4,000,000	4,000,000
FCCE	Ditch 6, Hamburg	IA	During the flood event emergency actions were taken to raise the existing Main Ditch 6 levee because of the initial levee breach at L575. The levee system sustained damages to its entire cross section, all drainage structures, closure structures, as well as seepage. Repairs will include restoring the levee cross section reparing or replacing the damage drainage structures and closure structures. The failure likelihood is high with a consequance level of 3. The levee system protects approximately 1218 people. It is estimated that the levee system provides about $106,904,000 in damage protection to critical infrastructure. Critical infrastructure includes Interstate 29, ConAgra plant, Cargill plant, John Deere, and BNSF railroad.	4,000,000	4,000,000

FCCE	MR Levee Unit L 601	IA	Second Increment - $4.8M to repair riverside sloughing to the full height, damaged gatewell structure, subsidence of the levee, levee crest damage, loss of vegetation of the riverside slope. Repairs to include cohesive material to repair the river sloughing, crest damage, and subsidence, repair of the damaged gatewell structure, installation of seepage berms and relief wells. Rehabilitation of existing relief wells are also anticipated. Life, safety, and critical infrastructure at risk. Failure likelihood is moderate with a consequence level of 3. The levee system protects approximately 707 people. Total building value of $45,745,000, total content value of $28,081,000 and total structure value of $73,734,000. Critical infrastructure includes Interstate 29.	4,800,000	4,800,000
FCCE	St. Maries Federal Levee	ID	Seepage, Loss of embankment and armor protection	700,000	650,000
FCCE	Bonners Ferry Left Bank	ID	Loss of embankment and armor protection	210,000	160,000
FCCE	Chapman	ID	Loss of cross section due to slumping and erosion	87,983	29,988
FCCE	Horseshoe Bend	ID	Updated to include 2011 damages, cross section loss, plus additional revetment loss. Damages from 2010 flood event were unrepaired (PIR approved by NWD and submitted to HQUSACE in April 2011).	208,141	152,838
FCCE	Sweetwater	ID	Loss of levee embankment core material due to sustained high flows	99,087	48,602
FCCE	Russell and Allison Levee	IL	Various areas of Russell-Allison Levee have been damaged as a result of the recent flood event of 2011. The levee sustained three overtopping breaches, which were repaired by the non-Federal Sponsor in September 2011. Other damages observed were: approximately 2500 feet of scouring along the landside slope and toe caused by overtopping (landside toe and approximately 15 feet out from the toe have been repaired, but approximately 1900 feet of erosion was noticed on the slope); approx. 1800 feet of wave wash was noticed along the riverside slope; and approx. 250 feet of erosion was noticed at the riverside toe.	1,000,000	860,000

FCCE	Degognia / Fountain Bluff D	IL	Repair 13 surficial failures along the levee	6,029,000	6,029,000
FCCE	Preston D	IL	Repair 2 surficial failures along the levee	1,145,000	1,145,000
FCCE	Valley City	IL	Repair 1 surficial failure and 250 feet of embankment along the levee	444,000	444,000
FCCE	Len Small Levee	IL	Repair of 1 breach	5,200,000	5,200,000
FCCE	Grand Tower D	IL	Repair 23 surficial failures along the levee	5,591,000	5,591,000
FCCE	Kaskaskia Island D	IL	Repair 3 surficial failures and 50 feet of wavewash along the levee	745,000	745,000
FCCE	Clear Creek D&LD	IL	Repair 1 surficial failure and 200 feet of wavewash along the levee	569,000	569,000
FCCE	Evansville LPP	IN	Wave wash erosion of the levee embankment was sustained along the majority of the riverfront of the Knight Township (Ohio River) due to flood damage caused by the spring 2011 Flood Event.	3,000,000	200,000
FCCE	Levee unit 5	IN	Wabash River section had seven areas where severe sand boils were documented by LRL during the flood event.	5,000,000	1,700,000
FCCE	Vincennes-Brevoort Levee	IN	Several sand boils were prevalent along Brevoort throughout the 2011 flood event transporting large amounts of fine sand material to the surface.	3,000,000	980,000

FCCE	Wolcott Drainage District Section 2	KS	Breach and large scour hole repair;Levee protects 900 acres of agricultural area, several miles of county roads, and several miles of Sprint and MCI telecommunication lines. HIGH Failure Likelihood: 2011 flood event caused a levee breach and large scour hole. If unremediated, the formerly protected area will be subjected to flooding anytime there is overbank flow. Flood events lower than 0.04 ACE will cause flooding of the formerly protected area.	150,000	150,000
FCCE	MRLS 500-R	KS	Embankment and foundation seepage repair; Levee protects 1,494 acres of agricultural area. Critical infrastructure includes approximately 1.9 miles of gravel road, some low lying portions of Hwy. 7, and some unsurfaced farm to market roads. MODERATE Failure Likelihood: 2011 flood event caused significant embankment seepage attributed to animal burrows. Burrows extend from riverside of the levee to the landside. Floodfight activities performed for this flood included ring levees and localized excavations to partially plug seepage pathways. Levee was loaded to approximately 100%. If unremediated, long duration flood events on MO River could lead to catastrophic failure of the levee.	500,000	500,000
FCCE	Kansas Department of Corrections	KS	Breach and large scour hole repairs; High indirect consequences expected due to future flood events lower than 0.04 ACE: Population at risk is 0, total of 1 structure, and total property value of $10,000. Levee protects 3,200 acres of agricultural area approximately 4.0 miles of gravel roads and 2.0 miles of unimproved farm to market roads, 1.0 mile of fiber optic cable, approximately 0.5 mile of Williams pipeline and approximately 2.0 miles of overhead power lines. Critical infrastructure includes twelve water wells (8 for the City of Leavenworth & 4 for the Department of Corrections), one small airport and an approximate 100' by 180' waste material drying shed. HIGH Failure Likelihood: 2011 flood event caused a levee breach and large scour hole. If unremediated, the formerly protected area will be subjected to flooding anytime there is overbank flow. Flood events lower than 0.04 ACE will cause flooding of the formerly protected area.	525,000	525,000
FCCE	Clyde, Kansas	KS	Slide Repair in two locations within the bank of the improved channel; Very high direct consequences expected if a levee breach occurred: population at risk of 640, 454 structures, with a total property value of$ 77.1 million. Levee protects 240 acres of urban area. Critical infrastructure includes a 13 acre business district, 227 acres of residential urban area, two major railroad lines and depots, Clyde, KS water plant, and several miles of state highway. MODERATE Failure Likelihood; At each location slide has not progressed to the toe of the levee but potentially could during the next flood event of 0.04 ACE, jeopardizing levee and potential catastrophic failure.	650,000	635,000

FCCE	MRLS 440-R	KS	Embankment and foundation seepage repair; Consequences expected if a levee breach were to occur are moderate to low. Population at risk of protected area is 1 and total property value of $76,000. Levee protects 4,403 acres of agricultural area. Critical infrastructure includes approximately 1.6 miles of paved road, approximately 14.4 miles of gravel road and several miles of unsurfaced farm to market roads. LOW Failure Likelihood: 2011 flood event loading near 50% of levee height caused seepage issues including concentrated seepage, and sand boils were reported at localized locations along the levee starting at approximately 25% loading. Floodfight activities for this performance concern included efforts to ring and contain sand boils during 2011 event to prevent levee breach. Minor erosion of foundation materials has left the levee in a potentially weakened condition requiring rehabilitation to restore original reliability. If unremediated, long duration flood events on MO River provide sufficient time for piping to progress to full breach in future flood events, potentially with loadings lower than 0.04 ACE. Foreshore scour which has likely occurred, will negatively impact seepage and piping performance and further reduce reliability.	500,000	500,000
FCCE	Wolcott Drainage District Section 3	KS	Breach repair; Levee protects 200 acres of agricultural area and 1.5 miles of Sprint and MCI telecommunication lines. HIGH Failure Likelihood: 2011 flood event caused a levee breach and large scour hole. If unremediated, the formerly protected area will be subjected to flooding anytime there is overbank flow. Flood events lower than 0.04 ACE will cause flooding of the formerly protected area.	75,000	75,000
FCCE	Wolcott Drainage District Section 1	KS	Overtopping Breach repair; Levee protects 900 acres of agricultural area. Critical infrastructure includes Lakeside Speedway racetrack, Water Supply District No. 1 of Johnson County water pumping facility, Unified Government Wyandotte County Kansas City, Kansas/Wolcott Municipal Wastewater Treatment Facility, 2.5 miles of Spring/MCI communication lines, and .5 mile of KCPL overhead transmition lines. LOW Failure Likelihood: 2011 flood event caused overtopping and significant embankment erosion leading to partial section loss of the embankment and reduced embankment height. If unremediated, the formerly protected area will be subjected to flooding during the 0.04 ACE event.	70,000	70,000
FCCE	Grape-Bollin-Schwartz Levee Association	KS	Breach and large scour hole repair; Very high direct consequences expected due to levee breach: Population at risk is 13 people, total of 6 structures, and total property value of $1.7 million. Levee protects 1,200 acres of agricultural area. Community in protected area is aware of risk of flooding however evacuation plans and emergency action plans are out of date. Critical infrastructure includes approximately 3.75 miles of gravel farm to market roads, 1.5 miles of overhead power lines, approximately 0.5 miles of buried pipelines, and an undetermined amount of buried US Sprint fiber optic cable. HIGH Failure Likelihood; 2011 flood event caused a	175,000	165,000

			levee breach and large scour hole. If unremediated, the formerly protected area will be subjected to flooding anytime there is overbank flow. Flood events lower than 0.04 ACE will cause flooding of the formerly protected area.		
FCCE	Henry Pohl Levee	KS	Overtopping and significant embankment erosion repair; Direct consequences expected if a levee breach were to occur: Total property value of $58,000. Levee protects 673 acres of agricultural land. Critical infrastructure includes approximately 0.3 miles of County roads, approximately 1.0 mile of unimproved farm to market roads, and 0.7 miles of MO Pacific Railroad embankment. MODERATE Failure Likelihood: 2011 flood event caused overtopping and significant embankment erosion leading to partial section loss of the embankment and reduced embankment height. If unremediated, the formerly protected area will be subjected to flooding during the 0.04 ACE event.	120,000	120,000
FCCE	MRLS 482-R	KS	Embankment scour and sod repair; Consequences expected due to levee breach are moderate to low. Population at risk of protected area is 7 people, total of 26 structures, and total property value of $15,000. Levee protects 4,778 acres of agricultural area. LOW Failure Likelihood: 2011 flood event loading near 75% of levee height likely caused foreshore scour which will negatively impact seepage and piping performance and reduce reliability. Minor seepage issues including concentrated seepage, and sand boils were reported at localized locations along the levee starting at approximately 50% loading. Minimal floodfight activities for this levee were performed during the 2011 flood event. Minor erosion of foundation materials has left the levee in a potentially weakened condition requiring rehabilitation to restore original reliability. If unremediated, long duration flood events on MO River provide sufficient time for piping to progress to full breach in future flood events, potentially with loadings lower than 0.04 ACE.	500,000	500,000
FCCE	Paducah Levee	KY	Sidebank of diversion channel sustained erosion damage in at least two areas; sever damage to two flap gates; slope failure of riverbank; sloughing damage at toe of levee; loss of vegetative protection; rutting damage due to flood fighting efforts. All of these damages were resultant form the spring 2011 Flood Event.	2,000,000	200,000
FCCE	Adams, MA	MA	Sediment deposition, and a broken flapgate.	200,000	200,000
FCCE	Winfield-Pin Oak D	MO	Repair 1 surficial failure and 800 feet of embankment along the levee	732,000	732,000

FCCE	Baltimore Bend Levee	MO	Baltimore Bend Levee Unit is part of the levee system with Belcher-Lozier, Cherry Valley, Miles Point, Henrietta-Crooked River, Section 2 and Ray County Levee Units. Embankment scour and sod repair required now; Very high direct consequences would be expected if a levee breach were to occur: Population at risk is 662, total of 372 structures, and total property value of $ $77,689,000. Levee protects 13,587 acres of agricultural and suburban land, including the town of Hardin. Critical infrastructure includes one school campus, approximately 6 miles of State Highway Route 10 and approximately 3 miles of State Highway Route J, approximately 2 miles of State Highway Route FF, approximately 20 miles gravel county roads and 15 miles of unimproved farm to market roads, approximately 20 miles of overhead power lines, approximately 20 miles of Sprint fiber optics and telephone lines and approximately 5 miles of railroad embankment. MODERATE Failure Likelihood for a 0.04 ACE event, 2011 flood event caused overtopping and significant embankment erosion leading to partial section loss of the embankment and reduced embankment height. Emergency measures taken during the flood consisted of significant sand bagging and crest raising efforts to prevent full levee breach.	350,000	338,000
FCCE	Belcher-Lozier Levee District	MO	Belcher-Lozier levee unit is part of the levee system with Baltimore Bend, Cherry Valley, Miles Point, Henrietta-Crooked River, Section 2 and Ray County Levee units. Embankment scour and sod repair; Very high direct consequences would be expected if a levee breach were to occur: Population at risk is 662, total of 372 structures, and total property value of $ $77,689,000. Levee protects 13,587 acres of agricultural and suburban land, including the town of Hardin. Critical infrastructure includes one school campus, approximately 6 miles of State Highway Route 10 and approximately 3 miles of State Highway Route J, approximately 2 miles of State Highway Route FF, approximately 20 miles gravel county roads and 15 miles of unimproved farm to market roads, approximately 20 miles of overhead power lines, approximately 20 miles of Sprint fiber optics and telephone lines and approximately 5 miles of railroad embankment. MODERATE Failure Likelihood for a 0.04 ACE event, 2011 flood event caused overtopping and significant embankment erosion leading to partial section loss of the embankment and reduced embankment height. Emergency measures taken during the flood consisted of significant sand bagging and crest raising efforts to prevent full levee breach.	200,000	198,500
FCCE	MRLS 497-L	MO	Embankment and foundation seepage repair; 2011 flood event loading near 90% of levee height caused widespread seepage issues including concentrated seepage and sand boils in several locations along the levee starting at approximately 60% loading. Flood fight activities for this performance concern included significant efforts to ring and contain sand boils and construction of emergency	4,000,000	3,800,000

			underseepage berms. Erosion of foundation materials has left the levee in a weakened condition requiring rehabilitation to restore original reliability. If unremediated, long duration flood events on MO River provide sufficient time for piping to progress to full breach in future flood events with loadings lower than 0.04 ACE. High direct consequences expected due to levee breach: Population at risk is 23 people, total of 16 structures, and total property value of $2.4 million. Levee protects 6,899 acres of predominantly agricultural area. Critical infrastructure includes the main line of the Chicago, Burlington, and Quincy Railroad, one state highway and county roads. Significant economic impacts from a levee failure would last many weaks before waters recede and cleanup is completed.		
FCCE	MRLS 488-L	MO	Embankment and foundation seepage repair; Very high direct consequences expected if a levee breach occurred. Population at risk of protected area is 10 people, total of 9 structures, and total property value of $771,000. Levee protects 8,877 acres of agricultural area. Critical infrastructure includes the main line of Chicago, Burlington, and Quincy Railroad, one state highway and a major county road. HIGH Failure Likelihood; 2011 flood event caused significant scour hole (at least 30' deep) at riverside toe of levee causing significant sloughing and compromising riverward half of levee. Floodfight activities performed for this performance concern were emergency placement of approximately 15,000 tons of rock to prevent levee breach. If unremediated, long duration flood events on MO River would likely lead to catastrophic failure of the levee.	7,000,000	6,700,000
FCCE	MRLS 448-443	MO	Embankment and foundation seepage repair; Very high direct consequences expected if a levee breach occurred. Population at risk of protected area is 309 people, total of 143 structures, and total property value of $22.9 million. Levee protects 17,363 acres of agricultural area. Critical infrastructure includes the town of Halls, 11 miles of State Highway, 11 miles of railroad, and at least 3 miles of county roads. MODERATE Failure Likelihood; 2011 flood event caused widespread significant sand boils and movement of foundation material at approximately 75% loading of the embankment. Emergency action taken during the flood consisted of significant measures to ring sand boils and prevent full levee breach. Erosion of foundation materials has left the levee in a weakened condition requiring rehabilitation to restore original reliability. If unremediated, long duration flood events on MO River provide sufficient time for piping to progress to full breach in future flood events with loadings lower than 0.04 ACE. Foreshore scour which has likely occurred, will negatively impact seepage and piping performance and further reduce reliability.	2,500,000	2,500,000

FCCE	Sugartree Bottom Levee District	MO	Riverside slope stability and seepage repair; Very high direct consequences expected if a levee breach occurred: Population at risk is 26, total of 21 structures, and total property value of $ $2.2 million. Levee protects 12,516 acres of agricultural land. Critical infrastructure includes approximately 4.2 miles of U.S. Highway 24/65, approximately 40.5 miles of gravel surfaced County and Township roads, numerous unimproved farm to market roads, approximately 28.20 miles of AMOCO pipeline, approximately 26.63 miles of Southwestern Bell phone lines, approximately 26.20 miles of Farmers Electric power lines, approximately 12.57 miles of Kansas City Power & Light electrical lines, approximately 12.20 miles of Sprint fiber optic lines, approximately 4.56 miles of Williams natural gas pipeline, and 3 cemeteries. MODERATE Failure Likelihood; 2011 flood event caused failure of landside slope of levee embankment reducing the levee section. Emergency measures taken during the flood consisted of placement of an emergency stability berm to prevent progressive failure of the reduced levee section to prevent a full levee breach. The embankment slide has left the levee in a weakened condition requiring rehabilitation to restore original reliability. If unremediated, long duration flood events on MO River provide sufficient time for embankment saturation and additional landside slope failures to progress to full breach in future flood events with loadings lower than 0.04 ACE.	350,000	335,000
FCCE	Saline Lafayette Drainage District	MO	Riverside slope stability and seepage repair; High direct consequences expected if a levee breach were to occur: Population at risk is 46, total of 38 structures, and total property value of $ $4.2 million. Levee protects 21,964 acres of agricultural and land. Critical infrastructure includes approximately 5.7 miles of State Highway Routes N and T, approximately 20.0 miles of County roads, unimproved farm to market roads, and 10 miles of overhead power utility lines. MODERATE Failure Likelihood; 2011 flood event caused failure of landside slope of levee embankment reducing the levee section. Emergency measures taken during the flood consisted of placement of emergency material to strengthen levee embankment to prevent a full levee breach. The embankment slide has left the levee in a weakened condition requiring rehabilitation to restore original reliability. If unremediated, long duration flood events on MO River provide sufficient time for embankment saturation and additional landside slope failures to progress to full breach in future flood events with loadings lower than 0.04 ACE.	20,000	20,000
FCCE	Henrietta-Crooked River L&D District, Sec 1	MO	Embankment and foundation seepage repair; Very high direct consequences expected if a levee breach occurred: Population at risk is 549, total of 256 structures, and total property value of $ $68 million. Levee protects 27,127 acres of suburban (Portions of the town of Heniretta) and 26,000 agricultural area.	90,000	85,000

			Critical infrastructure includes 7.0 miles of railroad embankment, Lexington Municipal Airport with associated buildings, sand plant operation/facilities, approximately 19.0 miles of State Highway Routes 13 and "J", approximately 30.0 miles of gravel surfaced County roads and approximately 10.0 miles of unimproved farm to market roads, approximately 8.0 miles of Sprint fiber optic lines and numerous miles of overhead power lines and other utility lines. MODERATE Failure Likelihood; 2011 flood event also caused significant sand boils and movement of foundation material at approximately 50% loading of the embankment. Emergency action taken during the 2011 flood consisted of significant measures to ring sand boils to prevent full levee breach. Erosion of foundation materials has left the levee in a weakened condition requiring rehabilitation to restore original reliability. If unremediated, long duration flood events on MO River may provide sufficient time for piping to progress to full breach in future flood events with loadings lower than 0.04 ACE.		
FCCE	Henrietta-Crooked River L&D District, Sec 2	MO	Henrietta-Crooked River, Section 2 Levee Unit is part of the levee system which includes Baltimore Bend, Belcher-Lozier, Miles Point, Cherry Valley and Ray County Levee Units. Riverside slope stability and seepage repair; Very high direct consequences expected if a levee breach were to occur: Population at risk is 662, total of 372 structures, and total property value of $ $77,689,000. Levee protects 13,587 acres of agricultural and suburban land, including the town of Hardin. Critical infrastructure includes one school campus, approximately 6 miles of State Highway Route 10 and approximately 3 miles of State Highway Route J, approximately 2 miles of State Highway Route FF, approximately 20 miles gravel county roads and 15 miles of unimproved farm to market roads, approximately 20 miles of overhead power lines, approximately 20 miles of Sprint fiber optics and telephone lines and approximately 5 miles of railroad embankment. MODERATE Failure Likelihood for a 0.04 ACE event, 2011 flood event caused overtopping and significant embankment erosion leading to partial section loss of the embankment and reduced embankment height. Emergency measures taken during the flood consisted of significant sand bagging and crest raising efforts to prevent full levee breach.	100,000	90,000
FCCE	Canon Drainage District of Holt County	MO	Breach and large scour hole repair; : Very high direct consequences expected due to levee breach: Population at risk is 4 people, total of 6 structures, and total property value of $352,000. Levee protects 9,919 acres of agricultural area. Community in protected area is aware of risk of flooding however evacuation plans and emergency action plans are out of date. Critical infrastructure includes approximately 20 miles of gravel surface roads county roads and 15 miles of unimproved farm to market roads, numerous miles of overhead power utility lines and buried utilities, 25 irrigation wells, and	1,180,000	1,070,000

			Burlington Northern Railroad facilities. HIGH Failure Likelihood; 2011 flood event caused a levee breach and large scour hole. If unremediated, the formerly protected area will be subjected to flooding anytime there is overbank flow. Flood events lower than 0.04 ACE will cause flooding of the formerly protected area.		
FCCE	Ray County Levee & Drainage District	MO	Ray County Levee Unit is part of the levee system with Belcher-Lozier, Cherry Valley, Miles Point, Henrietta-Crooked River, Section 2 and Baltimore Bend County Levee Units. Drainage Structure and erosion repair; Very high direct consequences expected if levee breach were to occur: Population at risk is 662, total of 372 structures, and total property value of $ $77,689,000. Levee protects 13,587 acres of agricultural and suburban land, including the town of Hardin. Critical infrastructure includes one school campus, approximately 6 miles of State Highway Route 10 and approximately 3 miles of State Highway Route J, approximately 2 miles of State Highway Route FF, approximately 20 miles gravel county roads and 15 miles of unimproved farm to market roads, approximately 20 miles of overhead power lines, approximately 20 miles of Sprint fiber optics and telephone lines and approximately 5 miles of railroad embankment. MODERATE Failure Likelihood for a 0.04 ACE event, 2011 flood event caused overtopping and significant embankment erosion leading to partial section loss of the embankment and reduced embankment height. Emergency measures taken during the flood consisted of significant sand bagging and crest raising efforts to prevent full levee breach.	125,000	115,000
FCCE	Cherry Valley Levee District	MO	Cherry Valley Levee Unit is part of the levee system which includes Baltimore Bend, Belcher-Lozier, Miles Point, Henrietta-Crooked River, Section 2 and Ray County Levee Units. Embankment scour and sod repair; Very high direct consequences expected if a levee breach occurred: Population at risk is 662, total of 372 structures, and total property value of $ $77,689,000. Levee protects 13,587 acres of agricultural and suburban land, including the town of Hardin. Critical infrastructure includes one school campus, approximately 6 miles of State Highway Route 10 and approximately 3 miles of State Highway Route J, approximately 2 miles of State Highway Route FF, approximately 20 miles gravel county roads and 15 miles of unimproved farm to market roads, approximately 20 miles of overhead power lines, approximately 20 miles of Sprint fiber optics and telephone lines and approximately 5 miles of railroad embankment. MODERATE Failure Likelihood for a 0.04 ACE event, 2011 flood event caused overtopping and significant embankment erosion leading to partial section loss of the embankment and reduced embankment height. Emergency measures taken during the flood consisted of significant sand bagging and crest raising efforts to prevent full levee breach.	350,000	348,500

FCCE	Holt County Levee District No. 9	MO	Breach and large scour hole repairs; HIGH Direct Consequences expected due to future flood events lower than 0.04 ACE: Population at risk is 6 people, total of 16 structures, and total property value of $1.9 million. Levee protects 8,000 acres of agricultural area. Community in protected area is aware of risk of flooding however evacuation plans and emergency action plans are out of date. Critical infrastructure includes 4 miles of State Highway Route 159, approximately 15 miles of gravel surface roads county roads and 12 miles of unimproved farm to market roads, approximately 25 miles of overhead power utility lines and approximately 5 miles of telephone lines, 11 irrigation wells, and 2 – 12,000 gallon ammonia tanks. HIGH Failure Likelihood; 2011 flood event caused a levee breach and large scour hole. If unremediated, the formerly protected area will be subjected to flooding anytime there is overbank flow. Flood events lower than 0.04 ACE will cause flooding of the formerly protected area.	2,050,000	1,950,000
FCCE	MRLS 400-L	MO	Embankment and foundation seepage repair; Very high direct consequences expected if a levee breach were to occur: Population at risk is 68, total of 41 structures, and total property value of $ $9.3 million. Levee protects 3,820 acres of suburban (Portion of the town of Waldron) and agricultural area. Critical infrastructure includes a municipal airport servicing the region, 5 miles of county road, and 4.4 miles of railroad embankment. MODERATE Failure Likelihood; 2011 flood event caused widespread significant sand boils and movement of foundation material at approximately 50% loading of the embankment. Emergency action taken during the flood consisted of significant measures to ring sand boils and construction of an emergency inverted filter to prevent full levee breach. Erosion of foundation materials has left the levee in a weakened condition requiring rehabilitation to restore original reliability. If unremediated, long duration flood events on MO River provide sufficient time for piping to progress to full breach in future flood events with loadings lower than 0.04 ACE. Foreshore scour which has likely occurred will negatively impact seepage and piping performance and further reduce reliability.	1,000,000	960,000
FCCE	MRLS 408-L	MO	Embankment and foundation seepage repair; Very high direct consequences expected due to levee breach: Population at risk is 236, total of 127 structures, and total property value of $41.6 million. Levee protects 9,827 acres of suburban and agricultural area, including portions of the community of Farley MO. Critical infrastructure includes 17 business buildings and associated utility systems, lines and pipes, 10.6 miles of County roads, approximately 16 miles of gravel surfaced roads, several miles of unsurfaced farm to market roads and approximately 7.1 miles of railroad embankment. LOW Failure Likelihood; 2011 flood event caused widespread significant sand boils and movement of foundation material at approximately 75% loading of the embankment. Emergency action taken during	750,000	720,000

			the flood consisted of measures to ring sand boils and prevent further erosion of foundation material. Minor erosion of foundation materials has left the levee in a potentially weakened condition requiring rehabilitation to restore original reliability. If unremediated, long duration flood events on MO River provide sufficient time for piping to progress to full breach in future flood events with loadings lower than 0.04 ACE. Foreshore scour which has likely occurred, will negatively impact seepage and piping performance and further reduce reliability.		
FCCE	Miami Levee District No. 1	MO	Riverside slope sod repair; Direct consequences expected if a levee breach were to occur: Population at risk is 2, total of 4 structures, and total property value of $ $287,000. Levee protects 4,543 acres of agricultural land. Critical infrastructure includes approximately 7.0 miles of County roads and numerous miles of overhead power utility lines. LOW Failure Likelihood: 2011 flood event significant loss of riverside sod slope protection reducing the resiliency of the riverside slope. The loss of riverside slope protection has left the levee in a weakened condition requiring rehabilitation to restore original reliability. If unremediated, long duration flood events on MO River may cause erosion of the riverside slope that could progress to full breach in future flood events with loadings lower than 0.04 ACE.	70,000	70,000
FCCE	Brunswick Levee District	MO	Riverside slope sod repair; Levee protects 3,717 acres of agricultural land. Critical infrastructure includes approximately 7.9 miles of county road, 3.5 miles of Sinclair pipeline, and 1.5 miles of BNSF railroad embankment. LOW Failure Likelihood: 2011 flood event significant loss of riverside sod slope protection reducing the resiliency of the riverside slope. The loss of riverside slope protection has left the levee in a weakened condition requiring rehabilitation to restore original reliability. If unremediated, long duration flood events on MO River may cause erosion of the riverside slope that could progress to full breach in future flood events with loadings lower than 0.04 ACE.	60,000	60,000
FCCE	Tri-County of Ray, Clay, Jackson District	MO	Drainage Structure and foundation seepage repair; Direct consequences expected if a levee breach occurred: Population at risk is 21, total of 20 structures, and total property value of $ $1.7 million. Levee protects 4,526 acres of agricultural land. Critical infrastructure includes approximately 9.0 miles of gravel surfaced County roads, approximately 7.0 miles of unimproved farm to market roads, approximately 16 miles of overhead electrical power lines, approximately 5.6 miles of Sprint/United Telephone lines, approximately 2.0 miles of MO Public Service Co. lines, approximately 4.0 miles of Norfolk & Southern Railroad embankment, approximately 2.4 miles of AT & SF Railroad embankment, and approximately one mile of 8" PVC sludge line. MODERATE Failure Likelihood; 2011 flood event caused failure of a drainage structure that penetrates the levee embankment. Emergency measures taken during the flood consisted of	110,000	105,000

			pinching the drain pipe and placing a large amount of rock fill at the riverward failure and landside exit to prevent levee breach. If unremediated, the formerly protected area will be subjected to flooding during events above bank full. Flood events lower than 0.04 ACE will cause flooding of the protected area.		
FCCE	MO Valley D&L Dist of Ray Co. MO, Section 1	MO	Embankment and foundation seepage repair; High direct consequences expected due to levee breach: Population at risk is 81, total of 84 structures, and total property value of $ $5.5 million. Levee protects 11,114 acres of agricultural area. Critical infrastructure approximately 4.00 miles of asphalt surface State Route Z, approximately 40.00 miles of Camden and Orrick gravel surface special road district roads, numerous miles of unimproved farm to market roads, approximately 40.0 miles of fiber optic lines, numerous miles of overhead power utility lines, supporting facilities for Orrick Farm Service, Inc., Horine Grain, Inc., Offutt Farms, Inc., Vandeivers Seed, Inc. and Ordell Farms, Inc. MODERATE Failure Likelihood; 2011 flood event caused widespread significant sand boils and movement of foundation material at approximately 50% loading of the embankment. Emergency action taken during the flood consisted of significant measures to ring sand boils and prevent full levee breach. Erosion of foundation materials has left the levee in a weakened condition requiring rehabilitation to restore original reliability. If unremediated, long duration flood events on MO River may provide sufficient time for piping to progress to full breach in future flood events with loadings lower than 0.04 ACE.	220,000	210,000
FCCE	Kimsey Holly Levee District	MO	Scour and slope sod repair; Very high direct consequences expected if a levee breach were to occur: Population at risk is 4 people, total of 6 structures, and total property value of $352,000. Levee protects 9,919 acres of agricultural area. Community in protected area is aware of risk of flooding however evacuation plans and emergency action plans are out of date. Critical infrastructure includes approximately 20 miles of gravel surface roads county roads and 15 miles of unimproved farm to market roads, numerous miles of overhead power utility lines and buried utilities, 25 irrigation wells, and Burlington Northern Railroad facilities. LOW Failure Likelihood: 2011 flood event caused a levee breach and large scour hole. If unremediated, the formerly protected area will be subjected to flooding anytime there is overbank flow. Flood events lower than 0.04 ACE will cause flooding of the formerly protected area.	300,000	300,000
FCCE	Miles Point Drainage District	MO	Miles Point Levee Unit is part of the levee system which includes Baltimore Bend, Belcher-Lozier, Henrietta-Crooked River, Sectin 2, Cherry Valley and Ray County Levee Units. Riverside slope stability and seepage repair; Very high direct consequences expected if a levee breach were to occur: Population at risk is 662, total of 372 structures, and total property value of $ $77,689,000. Levee protects 13,587 acres of agricultural and suburban land, including the	700,000	695,000

			town of Hardin. Critical infrastructure includes one school campus, approximately 6 miles of State Highway Route 10 and approximately 3 miles of State Highway Route J, approximately 2 miles of State Highway Route FF, approximately 20 miles gravel county roads and 15 miles of unimproved farm to market roads, approximately 20 miles of overhead power lines, approximately 20 miles of Sprint fiber optics and telephone lines and approximately 5 miles of railroad embankment. MODERATE Failure Likelihood for a 0.04 ACE event, 2011 flood event caused overtopping and significant embankment erosion leading to partial section loss of the embankment and reduced embankment height. Emergency measures taken during the flood consisted of significant sand bagging and crest raising efforts to prevent full levee breach.		
FCCE	MRLS 476-L	MO	Embankment and foundation seepage repair; Very high direct consequences expected if a levee breach were to occur: Population at risk is 72, total of 40 structures, and total property value of $ $7.1 million. Levee protects 5,516 acres of suburban and agricultural area including a portion of the town of Amazonia. Critical infrastructure includes 2 miles of county roads, 12.1 miles of gravel roads, several miles of farm to market roads, and power, telephone and water lines serving the residents of the protected area. LOW Failure Likelihood; 2011 flood event caused sand boils and movement of foundation material at approximately 50% loading of the embankment. In general, boils were located at toe of existing berms at least 100 feet from levee toe. Emergency action taken during the flood consisted measures to ring sand boils and prevent further erosion of foundation materials. Minor erosion of foundation materials has left the levee in a potentially weakened condition requiring rehabilitation to restore original reliability. If unremediated, long duration flood events on MO River provide sufficient time for piping to progress to full breach in future flood events with loadings lower than 0.04 ACE. The likely existence of foreshore scour would further reduce levee reliability.	750,000	720,000
FCCE	Teteseau Bend Levee District	MO	Embankment and foundation seepage repair; High direct consequences expected if a levee breach occurred: Population at risk is 46, total of 38 structures, and total property value of $ $4.2 million. Levee protects 21,964 acres of agricultural and land. Critical infrastructure includes approximately 5.7 miles of State Highway Routes N and T, approximately 20.0 miles of County roads, unimproved farm to market roads, and 10 miles of overhead power utility lines. MODERATE Failure Likelihood; 2011 flood event caused widespread significant sand boils and movement of foundation material at approximately 50% loading of the embankment. Emergency action taken during the flood consisted of significant measures to ring sand boils and flood interior ditches to prevent full levee breach. Erosion of foundation materials has left the levee in a	175,000	165,000

			weakened condition requiring rehabilitation to restore original reliability. If unremediated, long duration flood events on MO River provide sufficient time for piping to progress to full breach in future flood events with loadings lower than 0.04 ACE.		
FCCE	Mokane Levee District	MO	Riverside slope stability and seepage repair; High direct consequences expected if a levee breach were to occur: Population at risk is 1 and total property value of $ $93,000. Levee protects 936 acres of agricultural land. Critical infrastructure includes 2 miles of asphalt surfaced State Highway Route 94, approximately 3 miles of unimproved farm to market roads, approximately 2 miles of fiber optic lines, and approximately 2 miles of overhead power lines. MODERATE Failure Likelihood; 2011 flood event caused failure of riverside slope of levee embankment reducing the levee section. Emergency measures taken during the flood consisted of placement of temporary slope protection material to prevent through seepage failure due to reduced levee section preventing a full levee breach. The embankment slide has left the levee in a weakened condition requiring rehabilitation to restore original reliability. If unremediated, long duration flood events on MO River provide sufficient time for embankment saturation and additional sliding or through seepage to progress to full breach in future flood events with loadings lower than 0.04 ACE.	49,000	49,000
FCCE	Egypt Levee & Drainage District	MO	Embankment and foundation seepage repair; Direct consequences expected if a levee breach were to occur: Population at risk is 21, total of 20 structures, and total property value of $ $1.7 million. Levee protects 4,526 acres of agricultural land. Critical infrastructure includes approximately 9.0 miles of gravel surfaced County roads, approximately 7.0 miles of unimproved farm to market roads, approximately 16 miles of overhead electrical power lines, approximately 5.6 miles of Sprint/United Telephone lines, approximately 2.0 miles of MO Public Service Co. lines, approximately 4.0 miles of Norfolk & Southern Railroad embankment, approximately 2.4 miles of AT & SF Railroad embankment, and approximately one mile of 8" PVC sludge line. MODERATE Failure Likelihood; 2011 flood event also caused significant sand boils and movement of foundation material at approximately 50% loading of the embankment. Emergency action taken during the 2011 flood consisted of significant measures to ring sand boils to prevent full levee breach. Erosion of foundation materials has left the levee in a weakened condition requiring rehabilitation to restore original reliability. If unremediated, long duration flood events on MO River may provide sufficient time for piping to progress to full breach in future flood events with loadings lower than 0.04 ACE.	100,000	95,000

FCCE	Garden of Eden, Section 1	MO	In-place repair of destroyed (lost) sod cover by seeding and mulching to prevent further erosion damage.	20,000	20,000
FCCE	Howard County DD No. 3, Section 2	MO	Riverside slope sod repair; Levee protects 13,861 acres of agricultural land. Critical infrastructure includes approximately 4 miles of State Highway Route Z, approximately 30 miles of county road, numerous miles of overhead powerlines, and part of the Panhandle Eastern Pipeline.	25,000	25,000
FCCE	Mi-De	MO	Erosion Repair and Seeding to prevent further erosion.	20,000	20,000
FCCE	Coles Lake Drainage District	MO	Riverside slope sod repair; Population at risk is 46, total of 38 structures, and total property value of $ $4.2 million. Levee protects 21,964 acres of agricultural and land. Critical infrastructure includes approximately 5.7 miles of State Highway Routes N and T, approximately 20.0 miles of County roads, unimproved farm to market roads, and 10 miles of overhead power utility lines. LOW Failure Likelihood: 2011 flood event significant loss of riverside sod slope protection reducing the resiliency of the riverside slope. The loss of riverside slope protection has left the levee in a weakened condition requiring rehabilitation to restore original reliability. If unremediated, long duration flood events on MO River may cause erosion of the riverside slope that could progress to full breach in future flood events with loadings lower than 0.04 ACE.	15,000	15,000
FCCE	Cambridge Levee Association	MO	Drainage Structure and erosion repair; Direct consequences expected if a levee breach were to occur: total of 2 structures and total property value of $48,000. Levee protects 1,390 acres of agricultural land. MODERATE Failure Likelihood: 2011 flood event caused failure of a drainage structure that penetrates the levee embankment. Emergency measures taken during the flood consisted of pinching the drain pipe and placing a large amount of rock fill at the riverward failure and landside exit to prevent levee breach. If unremediated, the formerly protected area will be subjected to flooding during events above bank full. Flood events lower than 0.04 ACE will cause flooding of the protected area.	350,000	350,000
FCCE	Levee District No. 1 of Cooper County	MO	Drainage Structure and erosion repair; Direct consequences expected if a levee breach were to occur: total property value of $ $18,000. Levee protects 3,419 acres of agricultural land. MODERATE Failure Likelihood: 2011 flood event caused failure of a drainage structure that penetrates the levee embankment. Emergency measures taken during the flood consisted of pinching the drain pipe and placing a large amount of rock fill at the riverward failure and landside exit to prevent levee breach. If unremediated, the formerly protected area will be subjected to flooding during events above bank full. Flood	75,000	75,000

			events lower than 0.04 ACE will cause flooding of the protected area.		
FCCE	McBaine	MO	Erosion Repair and Seeding to prevent further erosion.	25,000	25,000
FCCE	Malta Bend Levee District	MO	Riverside slope sod repair; High direct consequences expected if a levee breach were to occur: Population at risk is 46, total of 38 structures, and total property value of $ $4.2 million. Levee protects 21,964 acres of agricultural and land. Critical infrastructure includes approximately 5.7 miles of State Highway Routes N and T, approximately 20.0 miles of County roads, unimproved farm to market roads, and 10 miles of overhead power utility lines. LOW Failure Likelihood: 2011 flood event significant loss of riverside sod slope protection reducing the resiliency of the riverside slope. The loss of riverside slope protection has left the levee in a weakened condition requiring rehabilitation to restore original reliability. If unremediated, long duration flood events on MO River may cause erosion of the riverside slope that could progress to full breach in future flood events with loadings lower than 0.04 ACE.	35,000	35,000
FCCE	Cole Junction	MO	Erosion Repair and Seeding to prevent further erosion.	15,000	15,000
FCCE	Saline County Levee District No. 2	MO	Embankment and foundation seepage repair; High direct consequences expected if a levee breach were to occur: Population at risk is 6, total of 4 structures, and total property value of $ $321,000. Levee protects 3,347 acres agricultural area. Critical infrastructure includes 7 miles of county road. MODERATE Failure Likelihood: 2011 flood event caused significant sand boils and movement of foundation material at approximately 70% loading of the embankment. Emergency action taken during the flood consisted of significant measures to ring sand boils and prevent full levee breach. Erosion of foundation materials has left the levee in a weakened condition requiring rehabilitation to restore original reliability. If unremediated, long duration flood events on MO River provide sufficient time for piping to progress to full breach in future flood events with loadings lower than 0.04 ACE.	40,000	40,000
FCCE	Plowboy Bend	MO	Seeding to prevent further erosion.	25,000	25,000

FCCE	Lower Chariton	MO	Seeding; 2011 flood event loading near 50% of levee height caused loss of riverside grass slope protection. Minimal floodfight activities for this levee were performed during the 2011 flood event. If unremediated, long duration flood events on MO River could cause riverside embankment erosion and potential levee failure. Consequences expected due to levee breach are moderate to low. Population at risk of protected area is 47 people, total of 45 structures, and total property value of $4.1 million. Levee protects 20,392 acres of agricultural area.	100,000	100,000
FCCE	MR Levee Unit L 550	MO	Second Increment: $12 M to construct to 25 year level of protection a 20 foot crest on the new levee setbacks, widen the levee sections at the breach locations, and repair the scour holes at each breach locations. Failure likelihood is high with a consequence level of 3. The levee system protects approximately 325 people and provides damage protection to about $32,239,000. Additional damages to Interstate and Highway systems, Garst Airport, Watson Fire Department, Rock Port Water Treatment Facility, Lays production facility and BNSF.	12,000,000	12,000,000
FCCE	MR Levee Unit L 550	MO	Fourth Increment: $9 M to raise the levee setbacks to full height and repair all remaining areas to full height to include the clay face. Failure likelihood is moderate with a consequence level of 3. The levee system protects approximately 325 people and provides damage protection to about $32,239,000. Additional damages to Interstate and Highway systems, Garst Airport, Watson Fire Department, Rock Port Water Treatment Facility, Lays production facility and BNSF.	9,000,000	9,000,000
FCCE	MR Levee Unit L575	MO, NE, IA	Fourth Increment: $14M to widen the cross section of the breach locations to include seepage berms on the river side and land side but not to full height. Failure likelihood is high with a consequence level of 3. Approximately 1573 people are protected by this levee system. Within the 500 year floodplain there is approximately $156,660,100 in content and structures. This dollar amount does not include the impacts to the Interstate and Highway systems.	14,000,000	14,000,000
FCCE	MR Levee Unit L575	MO, NE, IA	Fifth Increment: $11M to place clay on the riverside face to top of 25 year level of protection at the breach locations. Failure likelihood is high with a consequence level of 3. Approximately 1573 people are protected by this levee system. Within the 500 year floodplain there is approximately $156,660,100 in content and structures. This dollar amount does not include the impacts to the Interstate and Highway systems.	11,000,000	11,000,000
FCCE	MR Levee Unit L575	MO, NE, IA	Sixth Increment: $11M to repair remaining erosion areas that are located into the critical levee section to a 25 year level of protection at areas other than breaches. Failure likelihood is high with a consequence level of 3. Approximately 1573 people are protected by this levee system. Within the 500 year floodplain there is approximately $156,660,100 in content and structures. This dollar amount does not include the impacts to the Interstate and Highway systems.	11,000,000	11,000,000

FCCE	MR Levee Unit L575	MO, NE, IA	Seventh Increment: $16M to raise the levee setbacks and all remaining areas to full height to include clay face. Failure likelihood is moderate with a consequence level of 3. Approximately 1573 people are protected by this levee system. Within the 500 year floodplain there is approximately $156,660,100 in content and structures. This dollar amount does not include the impacts to the Interstate and Highway systems.	16,000,000	16,000,000
FCCE	MR Levee Unit L575	MO, NE, IA	Ninth Increment: $12M to install new relief wells at setback locations and other seepage areas. Failure likelihood is moderate with a consequence level of 3. Approximately 1573 people are protected by this levee system. Within the 500 year floodplain there is approximately $156,660,100 in content and structures. This dollar amount does not include the impacts to the Interstate and Highway systems.	12,000,000	12,000,000
FCCE	MR Levee Unit L575	MO, NE, IA	Eleventh Increment: $9M to place levee surfacing and to seed and topsoil all disturbed areas to include riverside slope that loss vegetation during the flood event. Failure likelihood is remote with a consequence level of 3. Approximately 1573 people are protected by this levee system. Within the 500 year floodplain there is approximately $156,660,100 in content and structures. This dollar amount does not include the impacts to the Interstate and Highway systems.	9,000,000	9,000,000
FCCE	MR Levee Unit L575	MO, NE, IA	Twelfth Increment: $7M to complete all remaining work. Failure likelihood is remote with a consequence level of 3. Approximately 1573 people are protected by this levee system. Within the 500 year floodplain there is approximately $156,660,100 in content and structures. This dollar amount does not include the impacts to the Interstate and Highway systems.	7,000,000	7,000,000
FCCE	MR Levee Unit L575	MO, NE, IA	Eighth Increment: $5M to rehabilitate existing relief wells that were inundated with flood waters due to the levee breaches. Failure likelihood is moderate with a consequence level of 3. Approximately 1573 people are protected by this levee system. Within the 500 year floodplain there is approximately $156,660,100 in content and structures. This dollar amount does not include the impacts to the Interstate and Highway systems.	5,000,000	5,000,000
FCCE	MR Levee Unit L575	MO, NE, IA	Tenth Increment: $5M to repair and/or replace drainage structures and pump stations that were damaged due to the levee breaches. Failure likelihood is low with a consequence level of 3. Approximately 1573 people are protected by this levee system. Within the 500 year floodplain there is approximately $156,660,100 in content and structures. This dollar amount does not include the impacts to the Interstate and Highway systems.	5,000,000	5,000,000
FCCE	Drummond	MT	Loss of embankment and armor protection, near breach, 6 damage locations	250,000	200,000

FCCE	Souris River	ND	Repair Pumpstation pumps and primarily electrical	75,000	75,000
FCCE	Souris River	ND	Repair Pumpstation pumps and primarily electrical	225,000	225,000
FCCE	Minot Channel Control Structure Repair (6)	ND	Erosion at abutments and downstream scour	400,000	400,000
FCCE	Souris River	ND	Severe Levee Erosion to Include Crest. Requesting $1.45M for interim work to be done during winter months. This includes placement of rock to armour existing levees.	1,450,000	1,450,000
FCCE	Souris River	ND	Remaing work for Severe Levee Erosion to Include Crest	211,000	211,000
FCCE	Souris River	ND	Repair Pumpstation pumps and primarily electrical	1,500,000	1,500,000
FCCE	MRLS 512-513-R	NE	Embankment scour and sod repair; Consequences expected if a levee breach were to occur are moderate to low. Population at risk of protected area is 2 people, total of 1 structures, and total property value of $137,000. Levee protects 2,176 acres of agricultural area. LOW Failure Likelihood: 2011 flood event loading near 75% of levee height likely caused foreshore scour which will negatively impact seepage and piping performance and reduce reliability. Minor seepage issues including concentrated seepage, and sand boils were reported at localized locations along the levee starting at approximately 50% loading. Minimal floodfight activities for this levee were performed during the 2011 flood event. Minor erosion of foundation materials has left the levee in a potentially weakened condition requiring rehabilitation to restore original reliability. If unremediated, long duration flood events on MO River provide sufficient time for piping to progress to full breach in future flood events, potentially with loadings lower than 0.04 ACE	500,000	500,000

FCCE	Omaha Fish and Wildlife Club, Lower Platte South Natural Resource District, Cass County, NE	NE	Erosion into critical section of levee. Repairs will include repairing the levee slope with cohesive material and install riprap and spalls to prevent further erosion. Life, safety, and critical infrastructure at risk. The failure likelihood is moderate with a consequence level of 0. The levee system does not protect any permanent residents and prevents damages in the amount of $14,000,000 to mostly recreation trailers.	287,000	287,000
FCCE	MR Levee Unit R 562	NE	Repair levee damages to pre-flood conditions. Damages include erosion into critical levee section, levee crest damage, landside seepage, landside sandboils, and loss of vegetation on levee slopes. Damages also include a gate structure. Repairs will include system wide riverside face restoration and crest repair, seepage berm construction, relief well installation and relief well rehabilitation. The gate structure will be repaired with a new stem, concrete and new railing. Life, safety, and critical infrastructure at risk. Failure likelihood is moderate with a consequence level of 2. This levee system protects approximately 15 people. Total building value of $627,000, total content value opf $321,000 and total structure value of $947,000.	9,978,000	9,978,000
FCCE	Lodgepole Creek, Deadwood Draw, Sidney Flood Damage Reduction Project, Sidney, NE	NE	Erosion and scouring. Channel siltation. Urban. Repairs to include excavation of channel deposits, placement of riprap and the repair of the erosion with cohesive material. Protects the city of Sidney. The failure likelihood is low with a consequence level of 0. The levee and channel system protects approximately 2945 people. It also prevents about $510,000,000 in damages.	141,000	141,000
FCCE	Howells, NE	NE	Siltation of lateral drainage channels and loss of riprap in plunge pools. Urban levee.	209,000	209,000
FCCE	MR Levee Unit R 548	NE	Repair levee damages to pre-flood conditions. Damages include erosion into critical levee section, levee crest damage, landside seepage, landside sandboils, and loss of vegetation on levee slopes. Repairs will include system wide riverside face restoration and crest repair, seepage berm construction, relief well installation and relief well rehabilitation. Life, safety, and critical infrastructure at risk. The failure likelihood is high with a consequnce level of 2. The levee system provides protection to approximately 17 people. It is estimated that the levee system prevents approximately $4,687,000 of damages which does not include the major critical infrastructure of the Cooper Nuclear Station.	279,000	279,000
FCCE	MR Levee Unit R 520	NE	Repair levee damages to pre-flood conditions. Damages include erosion into critical levee section, levee crest damage, landside seepage, landside sandboils, and loss of vegetation on levee slopes. Repairs will include system wide riverside face restoration and crest repair, seepage berm construction, relief well installation and relief well rehabilitation. Life, safety, and critical infrastructure at risk. The levee system	500,000	500,000

			protects 1 person and prevents damages in the amount of $2,537,000.		
FCCE	MR Levee Unit R 613	NE	Repair levee damages to pre-flood conditions. Damages include erosion into critical levee section, landside seepage, and loss of vegetation on levee slopes. Repairs will include system wide riverside face restoration and landside seepage mitigation. Life, safety, and critical infrastructure at risk. Failure likelihood is low with a consequence level of 1. This levee system protects approximately 151 people. Total building value of $18,401,000, total content value opf $17,758,000 and total structure value of $36,159,000. Total agricultural land protected is estimated at $8,250,000.	750,000	750,000
FCCE	Ramapo River, Oakland	NJ	significant erosion along the projects right bank,and riprap washout	2,000,000	2,000,000
FCCE	Molly Ann's Brook	NJ	Riprap washout, sinkholes at a floodwall, damage to a confinement fence.	100,000	100,000
FCCE	Rahway River	NJ	Overtopping of levee in sections led to erosion of the crown of the levee in several spots.	20,000	13,000
FCCE	Sandy Hook to Barnegat Inlet, NJ	NJ	Repair the project by pumping sand onto the beach to reconstruct the dune and berm to pre-storm conditions.	10,000,000	10,000,000
FCCE	Townsends Inlet to Cape May Inlet, NJ	NJ	Repair the project by pumping sand onto the beach to reconstruct the dune and berm to pre-storm conditions. Eroded areas are further susceptible to storm attacks which jeopardize the homes & infrastructure along the project length that the project was designed to protect. Project eligibility and funding under FCCE program is dependent on the outcome of the on-going PIR.	5,600,000	5,600,000
FCCE	Barnegat Inlet to Little Egg Harbor Inlet (LBI), NJ	NJ	Repair the project by pumping sand onto the beach to reconstruct the dune and berm to pre-storm conditions. Eroded areas are further susceptible to storm attacks which jeopardize the homes & infrastructure along the project length that the project was designed to protect. Project eligibility and funding under FCCE program is dependent on the outcome of the on-going PIR.	8,200,000	8,200,000

FCCE	Binghamton (NE,NW,S)	NY	PN issued 16 Sep 11. Damage Assess wk of 13 Sep. LIFE SAFETY - Levee loaded up to 100% w/overtopping along majority of length. Portion of levee sustained severe damage w/partial breach at crown. This results in a lower level of protection than designed. Volatile nature of watercourse and frequent flooding conditions make this a critical repair need. PIR funds received.	750,000	750,000
FCCE	Binghamton-Vestal	NY	PIR findings show eligible damages for earth channel damage, bank/riprap erosion/loss, shoaling. $352,000.00 includes $22,000 for E&D Phase. Final construction cost subject to post-E&D final scope and contract negotiations. 25 Sep - PIR Addendum funds requested 21 Oct 11; received 9 Nov 11. PIR Approved, E&D/CO Funds received.	352,000	252,000
FCCE	Endicott-Johson City	NY	SAFETY CLASS IIIB. This project realized overtopping in a few areas. Project held well, but damages were sustained. Bank erosion , erosion around drainage structure headwalls, deposition, rip rap displacement at various locations. Separation of RCP pipe, debris in channel. Cost est is NYDEC. PIR funds received/completed. submittal to NAD pending.	1,830,000	1,830,000
FCCE	Nichols	NY	Ltr of request 13 Oct 11 for Lee event. Shoaling at Main St. conduit. Silt deposits adjacent to the levee in several areas. Erosion of access ramp to Wappassening Creek. Fence along access ramp damaged. Est is NYDEC. PIR funds received.	400,000	400,000
FCCE	Bainbridge	NY	Erosion, riprap displacement, deposition in channel. Cost est is NYDEC. Will be added to PIR already started for Jun 11 event; no addtl PIR $ needed.	60,000	60,000
FCCE	Bainbridge Channel Improvement (Jun Event)	NY	Site visit 29 Jul 11. Displaced riprap w/loss of riprap/geotextile in some areas. Based on site visit, damages do not appear to meet cost threshold of $15K. PN dated 29 Jun 11. 3 Aug - PIR funds requested; NAD forwarded to HQ. 25 Sep	55,000	55,000
FCCE	Owego	NY	Scour/erosion along channels various locations, deposition. Cost est is NYDEC. PIR funds received. Damages do not appear eligible.	160,000	160,000
FCCE	Greene	NY	Scour @ abutments, deposition, rip rap displacement, drainage structure blockage. Will be added to PIR already started for 3 Jul event. Cost est is NYDEC. PIR funds received, PIR completed/approved. E&D to be initated week of 5 Mar 12.	40,000	40,000
FCCE	Greene FDRP (Jun Event)	NY	Site visit 29 Jun 11. URGENT REPAIRS NEEDED. Levee has significant damages and w/addtl storms will continue to be compromised. Excavate displaced/shoaled material and use to stabilize left bank, reconstruction of 100'Lx6'W levee, armouring w/riprap, repair displaced riprap on 4-5 areas, replace blown out 18" CMP on LB of Birdsall Crk, and restabilize eroded bank areas near bridge wingwalls. PN dated 29 Jun 11. PIR funds received, PIR completed/approved.	150,000	150,000

			E&D to be initated week of 5 Mar 12.		
FCCE	Ardsley FRMP	NY	Sinkhole at a project floodwall.	40,000	40,000
FCCE	North Ellenville FRMP	NY	Displacement of riprap, shoaling, access road erosion, and large sinkhole at wingwall and bridge abutment.	270,000	270,000
FCCE	Rosendale FRMP	NY	Significant erosion, riprap washout, and broken safety fence.	100,000	100,000
FCCE	Mt. Tremper FRMP	NY	Large portion of spoil berm displaced, riprap washout, severe bank erosion.	490,000	490,000
FCCE	Kingston FRMP	NY	Riprap washout, eroded banks, and sinkholes at floodwall and drainage structures.	35,000	35,000
FCCE	South Amsterdam FRMP	NY	riprap armoring washout, bank erosion, some undermining of a floodwall.	100,000	100,000
FCCE	Mt. Pleasant FRMP	NY	Sever displacement of riprap, and erosion of banks.	580,000	580,000
FCCE	Asharoken, NY	NY	Repair bulkhead damaged by storm. Without repair, section will unravel and jeopardize entire structure which protects critical public infrastruture and only evacuation route for residents.	100,000	100,000
FCCE	East Rockaway Inolet to Rockaway Inlet	NY	Repair the project by pumping sand onto the beach to reconstruct the dune and berm to pre-storm conditions.	5,000,000	5,000,000

FCCE	Fire Island Inlet to Jones Inlet, NY	NY	Repair the project by pumping sand onto the beach to reconstruct the dune and berm to pre-storm conditions.	6,000,000	6,000,000
FCCE	Raritan Bay and Sandy Hook - Section 506 (Keansburg)	NY	Repair the project by pumping sand onto the beach to reconstruct the dune and berm to pre-storm conditions.	3,000,000	3,000,000
FCCE	West of Shinnecock, NY	NY	Repair the project by pumping sand onto the beach to reconstruct the dune and berm to pre-storm conditions.	3,000,000	3,000,000
FCCE	Wyoming Valley Levee System - Wilkes Barre Segment	PA	Ltr of request 4 Oct 11. Courthouse closure - seal failure. Market Street Bridge Closure - seal failure and pocket corrosion. Market St. Pump Station - Motor Flood inundation. Ross St. Pump Station - outfall gate. D&H Pump station - gate failure. Delaney Pump Station - outfall gate. Solomon Creek Closure Structure - Seepage and RR crossing	550,000	550,000
FCCE	Wyoming Valley Levee System - Kingston Exeter Segment	PA	Ltr of request 4 Oct 11. Nursing Home area - Boil are and relief wells. Kingston DPW Access Rd - Boil area and leveee toe undercut. Market St Closure - Seal failure and pocket corrosion. Midway Parking Area - Boil area. Topsoil Pit Area - Boil area, Recreation Field - Boil area. Cemetery Wall repair	800,000	800,000
FCCE	Plymouth - Wadham Crk	PA	Ltr of request 14 Oct 2011. Damages to steel stoplog closure structure, to pressure manholes, and at pressure conduit - sediment deposition, damages to duckbill valves and to concrete invert. PIR completed/approved. E&D funds requested/approved. OFA received, awaiting FAD.	200,000	200,000
FCCE	Athens	PA	PN issued 16 Sep 11. Damage Assess wk of 13 Sep. LIFE SAFETY - Portion of levee sustained severe cracking/slope failure resulting in an increased risk of levee breach in future flood events; repairs critical. PIR completed, approved. E&D completed, RFP to Contractor 2 Mar 2012.	1,900,000	1,200,000
FCCE	Sayre	PA	PN issued 16 Sep 11. Damage Assess wk of 13 Sep. LIFE SAFETY - Pump stn w/3 pumps no longer operable. Stn could not keep up w/water and became completely inundated. *PIR Funds received. BCR not favorable; negative PIR. In coordination w/Local sponsor.*	260,000	260,000
FCCE	Danville	PA	PN Issued 16 Sep 11. LIFE SAFETY - Retaining wall along channel and immediately ajacent to Rt. 54 collapsed due to high flow/impact scour underneath and behind wall. Due to loss of stability of wall/area in channel - there is concern for potential risk to Rt 54 travel by general public. PIR completed/approved. 23 Feb 12 - E&D funds requested.	350,000	350,000

FCCE	McAdoo	PA	Ltr of Request dated 14 Oct 11. Cobble and sediment deposits in upper concrete channel. Bank erosion, to include near Baffle Chute Number 6. PIR funds received. Damages construction cost less than $15K minimum. Not eligible. Coordinating w/local sponsor.	25,000	25,000
FCCE	Scranton - Lindy Crk	PA	Ltr of request dated 14 Oct 11. Ltr states "Lindy-Keyser", but should only be Lindy as Keyser is a new project that will require an IEI Northern side of channel has 65' of eroded grouted rip-rap with 2.5'-3' of undercut.	75,000	75,000
FCCE	Forty Fort	PA	Ltr of request dated 6 Oct 11. Along earthn channel - downed trees, debris accumulation, erosion, and access road washouts.	125,000	125,000
FCCE	Lebanon	PA	Ltr of request dated 5 Oct 11. Left Bank behind channel wall had scour hole approximately 53'x7.5'x6.5'. Gravel drain behind left bank channel wall was visible. Right bank behind channel wall had scour hole approximately 52'x5'x2'. Approximately 100' of chain link fence/posts damaged.	250,000	250,000
FCCE	Duryea	PA	Ltr of request dated 12 Oct 11. Levee water side bank near Stephenson St Bridge closure structure is eroded and may have some cracking, erosion along flood wall near drainage structure, erosion along levee crest/access ramp, 20 LF sloughing of levee near Main St access ramp, seepage issues along 20 feet of levee near ponding area/Main St access ramp.	1,000,000	1,000,000
FCCE	East Stroudsburg	PA	CONSTRUCTION ONLY PACKAGE. Flooding event caused riprap lost, tearing and exposure of geotextile and underlying embankment and toe erosion at two locations along the upstream segment of the project. Damaged areas are subject to high flow storm dynamics that will caues additional toe erosin resulting in levee failure. Critical reparis are essential to ensure that the project continues to provide its design flood protection (life, safety and infrastructure) to the citizens of the Borough of East Stroudsburg. All repairs are required to restore flood protection and slope and toe stability. Permit delays work until summer 2012.	412,800	412,800
FCCE	Weissport	PA	CONSTRUCTION PACKAGE FOR ITEM. Flooding event caused riprap lost, exposure of geotextile, and toe scouring at three locations along of the project. Damaged areas are subject to high flow storm dynamics that will caues additional toe erosin resulting in levee failure. Critical repairs are essential to ensure that the project coninues to provide its design flood protection (life, safety and infrastructure) to the citizens of the Borough of Weissport. All repairs are required to restore flood protection and slope and toe stability.	154,600	154,600

FCCE	Ensley Levee	TN	Repair Ensley Levee, TN to pre flood design and grade under the PL 84-99 program due to damages from 2011 MS Rvr flooding which created significant scour impacting the integrity of the levee. The repair consists of excavation and placement of earthern material fill. This levee protects an industrial area (25 structures valued at $9.4M including a wastewater treatment plant that services half of the City of Memphis and a steel plant), residential area (38 people) and some agriculture land.	3,795,000	219,000
FCCE	Dyer County	TN	Repair Dyer County Levee, TN to pre flood design and grade under the PL 84-99 program due to damages from 2011 MS Rvr flooding which caused numerous levee breaches and scours. The repair consists of excavation and placement of earthern material fill and will reduce the risk of levee failure during future flood events. This levee protects residential and agricultural lands.	2,000,000	226,000
FCCE	Bennington FRMP	VT	Deposition of approximately 550,000 cubic yards of sediment along project length, severe bank and levee erosion, and sink holes along a flood wall.	700,000	700,000
FCCE	Cockreham Island Levee	WA	Loss of embankment and toe scour	698,000	648,000
FCCE	Union Slough Levee	WA	Erosion along levee slope and toe. Rotation failure into levee top	1,140,000	1,090,000
FCCE	Startup Levee Federal Levee	WA	Erosion on levee slope and toe	182,000	132,000
			Total FCCE	**276,173,611**	**258,567,828**
MRT	Helena Harbor, Phillips Co., AR	TN	Additional dredging required to remove significant sediment and debris deposited within the navigation channel due to the 2011 MS Rvr flooding and overbank flow and to restore the authorized channel dimensions to assure harbor access for shipping of goods.	500,000	500,000
MRT	Memphis Harbor, McKellar Lake, TN	TN	Additional dredging required to remove significant sediment and debris deposited in the navigation channel due to the 2011 MS Rvr & Nonconnah Crk flooding and overbank flow and to restore the authorized channel dimensions and assure harbor access for shipping of goods.	2,800,000	2,800,000
MRT-C	Mississippi River Levees	AR	Leland Chute AR 2150+00 - Repair damaged levees and install berms and relief wells. The flood was the highest on record for most of the Vicksburg District. Floods of this magnitude have the energy to significantly damage river training structures.	2,602,000	248,250

MRT-C	Mississippi River Levees	AR	Lake Chicot - Repair damaged levees and install berms and relief wells. The flood was the highest on record for most of the Vicksburg District. Floods of this magnitude have the energy to significantly damage river training structures.	617,000	248,250
MRT-C	Mississippi River Levees	AR	AR 2250+00-Multiple boils were located in the north end of Lake Chicot and in low lying sloughs that drain into the lake. The boils closest to the levee (greater than 500 ft from the toe) were found several days after the river crested and had moved what appeared to be more than 100 yards of silt and fine sand. E&D $63K	63,000	45,000
MRT-C	Mississippi River Levees Construction, AR, IL, KY, LA, MS, MO, TN	AR	Gammon, AR, Relief Wells (Gammon Area Boils LM 141). Improvements to levee to address seepage issues by constructing approximately 50 relief wells and associated drainage work due to damages from 2011 MS Rvr flooding. This will provide integrity to a critical component of the mainline MS Rvr levee and reduce the risk of levee failure during future flood events.	2,500,000	40,000
MRT-C	Mississippi River Levees Construction, AR, IL, KY, LA, MS, MO, TN	KY	Island 8, KY, Relief Wells . Improvements to levee to address seepage issues by constructing approximately 111 relief wells and associated drainage work due to damages from 2011 MS Rvr flooding. This will provide integrity to a critical component of the mainline MS Rvr levee and reduce the risk of levee failure during future flood events.	5,500,000	5,100,000
MRT-C	Mississippi River Levees	LA	Lake Bruin - Repair damaged levees and install berms and relief wells. The flood was the highest on record for most of the Vicksburg District. Floods of this magnitude have the energy to significantly damage river training structures.	795,000	248,250
MRT-C	Mississippi River Levees	LA	Henderson - Repair damaged levees and install berms and relief wells. The flood was the highest on record for most of the Vicksburg District. Floods of this magnitude have the energy to significantly damage river training structures.	1,866,000	248,250
MRT-C	Mississippi River Levees	LA	Ice Box Hole - Repair damaged levees and install berms and relief wells. The flood was the highest on record for most of the Vicksburg District. Floods of this magnitude have the energy to significantly damage river training structures.	617,000	248,250
MRT-C	Mississippi River Levees	LA	Willow Lake-There were numerous medium sized boils and one large boil identified in 2011. Heavy seepage and pin boils were prevalent throughout the area. E&D $450K	450,000	450,000
MRT-C	Mississippi River Levees	LA	Lake St. John-There were six medium sized, moderate energy boils sand bagged during this event. Several of these were boils that reappeared in existing sandbag rings from the 2008 High Water Event. E&D $146K	146,000	146,000

MRT-C	Mississippi River Levees	LA	Davis Landing (Lake St. Joseph)-The site has historically been an area with numerous small to medium sized boils with heavy seepage. There were several medium sized boils that were bagged. E&D $281K	281,000	46,000
MRT-C	Mississippi River Levees	LA	Grand Lake-Two medium sized, moderate energy boils were located approx 50 feet beyound the 400 ft seepage berm toe. Sandbag rings were constructed around both boils but the rings did not stop the transport of silt and fine sand. Heavy seepage, numerous pin boils and large water blisters were also located in the immediate area. E&D $91K	91,000	46,000
MRT-C	Mississippi River Levees	LA	St. Joe-A large, high energy boil produced over 100 yards of material. The ditch where the boil was located is about 10 ft deep and the sand cone was above the water level in the ditch. Within a 2 hour period, the boil increased in size from a 4 to 6 ft diameter throat with approximately 8 ft diameter sand cone to 10 ft throat with 13 ft diameter sand cone. $281K	281,000	45,000
MRT-C	Mississippi River Levees	LA	Wilson Point-Hundreds of pin boils with some larger boils that were bagged in order to raise the head over the boils. There are boils beginning at the toe of the berm which is approximately 300 ft wide and extending out approximately 1000 feet. Boils exist for nearly a mile parallel to the levee beginning at Station 597+00. E&D $145K	145,000	45,000
MRT-C	Mississippi River Levees	LA	Kemp Bend-Multiple boils were noted at the upstream end of the line of relief wells in 2008 and with the flood of 2011. Many of the 2008 boils could not be accessed due to water, but active boils were noted in vicinity. E&D $36K	36,000	36,000
MRT-C	Channel Improvement	LA	Goodrich Upstream Extension - Repair damage to channel improvement hard point structures or add Articulated Concrete Mat (ACM) revetment.	3,413,000	285,000
MRT-C	Channel Improvement	LA	Hardscrabble DS Ext-Deep scour hole (>30 feet) and bank erosion downstream of existing revetment. Mississippi River Levee within 2,500 feet. Grade and place approximately 1,000 feet of revetment (4,000 squares). Place upper bank paving.	2,184,000	1,378,000
MRT-C	Mississippi River Levees Construction	LA	Old River Seepage - Damage assessment Team verified the cracked slope paving during high water event and it was noted that this was a historic issue. . The recommended action is to relocate the utilities. In addition, a seepage berm should be constructed.	21,200,000	20,220,000
MRT-C	Mississippi River Levees Construction	LA	Audubon Seepage - Sand boils occurred at levee toe as well as through seepage creating soft, spongy slopes. The repair is in prevention of a more severe damage during the next flood season. Recommended repair would be to add fill against land-side levee s	233,000	233,000

MRT-C	Mississippi River Levees Construction	LA	Pt Coupee Seepage - The seepage is on the levee slope only. The repair is in prevention of a more severe damage during the next flood season. The repair would result in a seepage berm, relief wells or a cutoff.	49,626,000	200,000
MRT-C	Mississippi River Levees Construction	LA	Algiers Seepage - There is through seepage occurring at this site. The repair is in prevention of a more severe damage during the next flood season. Damage assessment Team verified the scour during high water event.	7,888,000	271,000
MRT-C	Mississippi River Levees Construction	LA	Blackhawk Slide - There is slide damage at this site. The repair is to prevent more severe damage to the system during the next flood season. Recommended repair would be flood-side stability berm.	3,203,000	100,000
MRT-C	Mississippi River Levees Construction	LA	Jackson Barricks Slope Paving - The flood-side slope paving has cracked beneath and around a New Orleans Sewage and Water Board discharge pipe that is below the water line. Locals completed repairs with local funds. $50k allocated will to evaluate adequacy of repair.	126,000	50,000
MRT-C	Mississippi River Levees Construction	LA	Huey P Long Seepage - There is through seepage occurring at this site. Recommended repair in this location will consist of a sheetpile cutoff through the levee centerline for a distance of approximately 480 feet.	10,044,000	4,044,000
MRT-C	Mississippi River Levees Construction	LA	Belle Chase Slope Paving - The flood-side slope paving is experiencing cracking below the water line. A thorough site investigation is needed once the water recedes to determine full extent of the damage. The repair will consist of the replacement of the	116,000	116,000
MRT-C	Mississippi River Levees Construction, AR, IL, KY, LA, MS, MO, TN	MO	Nash, MO, Relief Wells & Berms. Improvements to levee to address seepage issues by raising the bottom elevation of the ditch, installing control structures, adjusting relief well elevations and installing new relief wells due to damages from 2011 MS Rvr flooding. This will provide integrity to a critical component of the mainline MS Rvr levee and reduce the risk of levee failure during future flood events.	1,500,000	20,000
MRT-C	Mississippi River Levees	MS	Francis (Sand Boil Rosedale) - Repair damaged levees and install berms and relief wells . The flood was the highest on record for most of the Vicksburg District. Floods of this magnitude have the energy to significantly damage river training structures.	474,000	474,000
MRT-C	Mississippi River Levees	MS	Winterville - Repair damaged levees and install berms and relief wells. The flood was the highest on record for most of the Vicksburg District. Floods of this magnitude have the energy to significantly damage river training structures.	510,000	510,000
MRT-C	Mississippi River Levees	MS	Tara - Repair damaged levees and install berms and relief wells. The flood was the highest on record for most of the Vicksburg District. Floods of this magnitude have the energy to significantly damage river training structures.	2,758,000	248,250

MRT-C	Mississippi River Levees	MS	Avon-Moderate thru seepage exiting several feet up the levee slop and numerous small to medium sized boils at and beyound the toe of the levee were identified with heavy seepage. There is no berm in this area. E&D $140K	140,000	140,000
MRT-C	Mississippi River Levees	MS	Leota-Multiple sand boils were located in and on either side of a drainage ditch at the toe of the existing approx 200-250 ft. berm. Three of the boils were medium in size and high energy. E&D $63K	63,000	63,000
MRT-C	Mississippi River Levees	MS	Ben Lomand-Several medium to large sand boils were identified, most of the boils were flowing approx 50 to 100 gallons per minute each and continued to transport a significant quantity of material until the area was stabilized by remedial action by the levee board. E&D $91K	91,000	46,000
MRT-C	Mississippi River Levees	MS	Lake Jackson-Multiple medium sized boils in addition to numerous pin boils were observed in a drainage ditch and low areas. E&D $117K	117,000	46,000
MRT-C	Mississippi River Levees	MS	Greenville-Multiple moderate to high energy sand boils were identified moving large quantities of fine sand in two separate areas on the east side of the railroad tracks approximately 400 feet from the levee toe. E&D $63K	63,000	45,000
MRT-C	Channel Improvement	MS	Leland-Lagrange - Repair damage to eroded overbank by constructing stone closure dikes and a baffle dike. This erosion adversely impacts the entrance channel to the Greenville Harbor.	1,138,000	260,000
MRT-C	Mississippi River Levees Construction, AR, IL, KY, LA, MS, MO, TN	MS	Yazoo (Rena Lara), MS, Relief Wells & Berms, Yazoo MP 89/90 to MP 92/93. Improvements to levee to address seepage issues by constructing approximately 60 relief wells and associated drainage work due to damages from 2011 MS Rvr flooding. This will provide integrity to a critical component of the mainline MS Rvr levee and reduce the risk of levee failure during future flood events.	3,000,000	40,000
MRT-C	Mississippi River Levees	MS, AR, LA	Repair of various structures - Survey control used to establish geodetic locations and elevations along the Mississippi River Levees have been damaged, destroyed or moved.	2,000,000	20,000
MRT-M	Mississippi River Levees	AR	O&M Levee Slide Repairs that threaten the integrity of the levees threaten life and safety.	1,000,000	200,000
MRT-M	Channel Improvement	AR	Cypress Bend-Upper bank failure and toe scour. Pockets of scour greater than 25 feet. Revetment has failed. Borrow pit adjacent to Mississippi River Levee is approximately 2,500 feet from top bank. Grand bank and replace revetment (6,000 squares). Place upper bank paving.	3,276,000	2,845,000

MRT-M	Channel Improvement	AR	Big Island-Upper bank failure and scour at the revetment toe. Revetment has failed. Revetment is located along the Big Island Bendway Weirs and immediately upstream of the mouth of the Old White River. Grade bank and replace approximately 1,200 feet of revetment (4,800 squares). Place upper bank paving.	2,621,000	50,000
MRT-M	St. Francis River & Tribs, AR & MO - Maintenance	AR	Reconstruct and repair the west levee above Highway 62 in St. Francis Town, AR. Sections of the levee were degraded with multiple slides and scours and several culverts failed due to damages from 2011 St. Francis Rvr flooding. This levee protects St. Francis Town, AR and other communities and agricultural lands in Clay County, AR.	6,500,000	100,000
MRT-M	St. Francis River & Tribs, AR & MO - Maintenance	AR	Clearing and cleanout of Gates Ditch in Clay and Greene Counties, AR required to restore channel capacity to pre flood design. Extensive debris and sediment deposition occurred due to 2011 overbank flooding. Provides protection to towns, communities and agricultural land in the region.	2,500,000	2,500,000
MRT-M	St. Francis River & Tribs, AR & MO - Maintenance	AR	Restore West Levee (Clay & Greene Cos.) Restore an approximate 16 mile reach of levee due to damages from 2011 flooding to ensure stability and reduce risk of levee failure during future flood events. This reach of levee provides flood protection to towns, communities, and agricultural lands west of the St. Francis River in Clay, Greene, Poinsett, Craighead, and Cross counties, AR.	3,500,000	3,500,000
MRT-M	St. Francis River & Tribs, AR & MO - Maintenance	AR	Above Haleside, AR. Replace culverts/structures/road that were destroyed during 2011 flooding. Provides the only access to Huxtable Pumping Plant other than the levee. Located in Lee County, AR.	2,000,000	2,000,000
MRT-M	St. Francis River & Tribs, AR & MO - Maintenance	AR	Ditch 10, AR. Replace culvert and install grade control structure to pre flood conditions due to damages from 2011 flooding. Significant headcutting and scour during the flood caused culvert failure and need for grade control stucture. Provides protection to towns, communities and agricultural land in the region.	1,500,000	200,000
MRT-M	St. Francis River & Tribs, AR & MO - Maintenance	AR	Ditch 11, AR. Bank failures and scours along with headcutting occurred at this location and above the mouth of Ditch 10, AR due to 2011 flooding significantly blocking the channel. Channel cleanout and bank protection required to restore channel to pre flood capacity. Provides protection to towns, communities and agricultural land in the region.	600,000	150,000
MRT-M	St. Francis River & Tribs, AR & MO - Maintenance	AR	Clearing, blockage removal, and cleanout of Big Slough, AR south of St. Francis Town due to deposit of sediment and debris by 2011 flooding from the St. Francis and Wappapello Lake. Provides protection to towns, communities and agricultural land in the region.	1,500,000	300,000
MRT-M	Channel Improvement/Revetment	AR	Walnut Bend, AR. Repair damaged concrete mattress revetment to restore to pre flood conditions due to 2011 MS Rvr flooding by grading bank and placing concrete mattress (~1700' = 5100 SQ). To provide integrity to the MS RVR levee which is within 1,500-2000' of top bank and reduce risk of levee failure	2,900,000	2,900,000

			during future flood events.		
MRT-M	Channel Improvement/Dredging/Westover	AR	Westover, AR. Dredging of mainstem MS River due to damages from 2011 flooding to restore the navigation channel to pre flood conditions allowing for waterborne transportation and shipping of goods.	500,000	500,000
MRT-M	St. Francis River & Tribs, AR & MO - Maintenance	AR, MO	Mingo ditch, AR, Remove significant sediment and debris, including trees, deposited during 2011 flooding, overbank flows, and bank sloughing to restore pre flood channel capacity, prevent increased degradation and protect infrastructure. Provides protection to towns, communities and agricultural land in the region.	1,200,000	200,000
MRT-M	Channel Improvement/Revetment	IL, MO, KY, AR, TN, MS	Repairs to Mississippi River concrete mattress revetment between mile 956-599 due to degradation and scour of existing dikes and revetment from the 2011 MS Rvr flooding. Repairing these navigation structures will greatly reduce the amount of needed dredging, reduce risk of catastrophic failures and restore a safe and navigable channel to allow for waterborne transportation and shipping of commodities.	4,003,000	3,000,000
MRT-M	Channel Improvement/Dikes	IL, MO, KY, AR, TN, MS	Repairs to Mississippi River dikes between mile 956-599 to restore to pre flood conditions due to degradation and scour of existing dikes and revement from the 2011 MS Rvr flooding. Repairing these navigation structures will greatly reduce the amount of needed dredging, reduce risk of catastrophic failures and restore a safe and navigable channel.	4,000,000	3,000,000
MRT-M	Mississippi River Levees Maintenance, AR, IL, KY, LA, MS, MO, TN	KY	Cates Levee, Fulton Co., KY. Repairs to rebuild and resurface the levee to restore to pre-flood conditions due to damages from 2011 MS Rvr flood to provide integrity to a critical component of the mainline MS Rvr levee and reduce the risk of levee failure during future flood events. The levee prevents a cut-off of the MS River and provides a level of protection to areas in Fulton County, KY.	436,000	416,000
MRT-M	Channel Improvement/Revetment	KY	Chute of Island 8, KY. Repair damaged concrete mattress revetment and top bank failures and large scour hole at top bank to restore to pre flood conditions from 2011 MS Rvr flooding. Minimally grade as required and place minimum of 2 layers of concrete mattress (2,500') with extra thickness(3-4') of Upper Bank Paving (~15,000 SQ, 55,000 TN UBP). To provide integrity to the MS RVR levee which is within 500' of top bank and reduce risk of levee failure during future flood events.	8,550,000	8,550,000
MRT-M	Mississippi River Levees	LA	O&M Levee Slide Repairs that threaten the integrity of the levees threaten life and safety.	3,500,000	450,000

MRT-M	Mississippi River Levees	LA	O&M Replace Gravel on levees in several parishes for safety concerns.	3,000,000	1,581,000
MRT-M	Red River Backwater	LA	RR Bwtr-Sicily Island-O&M Levee Slide Repairs that threaten the integrity of the levees threaten life and safety.	500,000	250,000
MRT-M	Red River Backwater	LA	RR Bwtr-Jonesville-Repair levees due to high water	1,500,000	500,000
MRT-M	Channel Improvement	LA	Bourgere - Repair damage to channel improvement Articulated Concrete Mat (ACM) revetment due to 2011 flood damage.	23,587,000	12,500,000
MRT-M	Channel Improvement	LA	Milliken Bend-Toe scour of 20 to 30 feet along approximately 2,500 feet of the revetment. Revetment has failed . Mississippi River levee within 600 feet of revetment. Grade bank and replace 2,500 feet of revetment (10,000 squares). Place upper bank paving.	5,460,000	2,965,000
MRT-M	Channel Improvement	LA	Gibson-Upper bank failure and toe scour. Pockets of scour greater than 25 feet. Revetment has failed. Borrow pit adjacent to Mississippi River Levee is approximately 2,500 feet from top bank. Grand bank and replace revetment (6,000 squares). Place upper bank paving.	1,966,000	1,083,000
MRT-M	Channel Improvement	LA	Morville-Upper bank failure and scour at the revetment toe. Revetment has failed. Mississippi River Levee within 1,250 feet from top bank. Grade bank and replace approximately 1,500 feet of revetment (6,000 squares). Place upper bank paving.	3,276,000	1,769,000
MRT-M	Achafalaya Basin Maintenance	LA	Morganza Control Structure - Repair Tailbay scours from 2011 Flood (Stilling Basins)	19,650,000	19,650,000
MRT-M	Achafalaya Basin Maintenance	LA	Morganza Control Structure - Raise Forebay South Guide Levee & Repair Levee Scours caused by 2011 Flood	1,800,000	1,800,000
MRT-M	Achafalaya Basin Maintenance	LA	Morganza Control Structure , Install scour protection behind Curtain Wall to prevent further erosion caused by wave action during 2011 Flood	200,000	200,000

MRT-M	Atchafalaya Basin, Maintenance	LA	Funding for dredging Berwick Bay Harbor, Tidewater point, Berwick lock forebay and Three Rivers areas. Dredging required due to increased sediment caused by 2011 Flood	6,000,000	6,000,000
MRT-M	Atchafalaya Basin Maintenance	LA	Wax Lake East PS - seepage occuring through the floodwall at the pumpstation. Recommended repair will include reducing the stickup of the existing I-wall from 7.1 feet to 4 feet per the standards. The existing floodwall will be removed with the existing sheet piling salvaged. In addition a scour pad and an armored transition at the floodwall to the levee to complete this repair.	1,100,000	1,100,000
MRT-M	Achafalaya Basin Maintenance	LA	Wax Lake West PS - seepage occuring through the floodwall at the pumpstation. Recommended repair will include reducing the stickup of the existing I-wall from 7.1 feet to 4 feet per the standards. The existing floodwall will be removed with the existing sheet piling salvaged. In addition a scour pad and an armored transition at the floodwall to the levee to complete this repair.	1,400,000	1,400,000
MRT-M	Achafalaya Basin Maintenance	LA	Franklin PS - seepage occuring at pump station - soil around the discharge pipes could loosen and create a weak spot in the protection system. Recommended repair is to install a sheetpile cutoff wall, with pipe sleeves and butterfly valves. Work will require removal and replacement of embankment material.	1,300,000	1,300,000
MRT-M	Achafalaya Basin Maintenance	LA	Centerville PS - seepage occuring at pump station - soil around the discharge pipes could loosen and create a weak spot in the protection system. Recommended repair is to install a sheetpile cutoff wall, with pipe sleeves and butterfly valves. Work will require removal and replacement of embankment material.	2,500,000	2,500,000
MRT-M	Achafalaya Basin Maintenance	LA	NorthBend PS - seepage occuring at pump station - soil around the discharge pipes could loosen and create a weak spot in the protection system. Recommended repair is to install a sheetpile cutoff wall, with pipe sleeves and butterfly valves. Work will require removal and replacement of embankment material.	1,000,000	1,000,000
MRT-M	Achafalaya Basin Maintenance	LA	Morganza Control Structure Seepage. Repair sepage caused by 2011 Flood	50,000	50,000
MRT-M	Old River , LA Maintenance	LA	Old River Auxiliary Structure - Inflow Channel Dredging. Dredging required due to increased sediment caused by 2011 Flood	21,400,000	20,000,000
MRT-M	Old River , LA Maintenance	LA	Old River Lock - Dredge Forebay & Tailbay. Dredging required due to increased sediment caused by 2011 Flood	1,100,000	1,100,000

MRT-M	Old River , LA Maintenance	LA	Old River Control Structure - Bank Stabilization Due to increased flow and sediment build-up during 2011 Flood, bank partially eroded and required stabilization to repair damaged sections	6,500,000	6,500,000
MRT-M	Old River , LA Maintenance	LA	Old River Control Structure - Outflow Channel. Dredging required due to increased sediment caused by 2011 Flood	15,000,000	15,000,000
MRT-M	Channel Improvement - Revetments, Maintenance	LA	Alliance Revetment Site. The MR&T mainline levee and river bank is unstable. We will construct a stone stability berm starting in Apr 2012. The levee protects Plaquemines Parish, Alliance, Ironton, Myrtle Gove and surrounding areas. The Conoco-Phillips Refinery complex occkupies the bank along this reach.	4,500,000	4,500,000
MRT-M	Channel Improvement - Revetments, Maintenance	LA	Marchand Revetment Site. In Oct 2012 an additional layer of revetment will be placed on the underwater bank to reduce the 30-feet of bank scour from enlarging and causing a bank failure.	6,128,000	6,128,000
MRT-M	Channel Improvement/Revetments, Maintenance	LA	Gravolet Revetment Site. In Nov 2012 an additional layer of revetment will be placed on the underwater bank to reduce the 25-feet of bank scour from enlarging and to ensure the continue safety of the near by levee.	3,488,000	3,488,000
MRT-M	Baton Rouge Harbor (Devils Swamp) - Maintenance	LA	Funding for dredging Baton Rouge Harbor due to increased sediment after high water in the Miss River recedes. Dredging required due to increased sediment caused by the 2011 Flood.	300,000	300,000
MRT-M	Mississippi River Levees Maintenance, AR, IL, KY, LA, MS, MO, TN	MO	Restore the Birds Point-New Madrid Floodway(BPNM), MO levee to pre-operation conditions (62.5' on Cairo, IL gage) due to 2011 MS Rvr flooding. The Floodway was operated on 2-3 May 11.	20,000,000	8,500,000
MRT-M	Mississippi River Levees Maintenance, AR, IL, KY, LA, MS, MO, TN	MO	New Madrid Culvert, MO. Replace a collapsed/failed mainline levee culvert to restore to pre flood conditions due to damages from 2011 MS Rvr flooding. Replacement is critical to restore levee intergrity and reduce the risk of levee failure during future flood events. Protects urban and agricultural areas in southeastern Missouri including the city of New Madrid, MO.	900,000	880,000
MRT-M	St. Francis River & Tribs, AR & MO - Maintenance	MO	Levee Systems 10, 11, and 12, MO. Replace two failed culverts with gates due to damages from 2011 St. Francis Rvr flooding to restore levee integrity to pre flood conditions on the St. Francis River Levee, Greene County, AR.	550,000	550,000
MRT-M	St. Francis River & Tribs, AR & MO - Maintenance	MO	Elk Chute, MO. Remove numerous blockages of sediment and debris along the channel due to 2011 flooding to restore to pre flood channel capacity. Extensive rural and urban flooding occured during the 2011 flood event. Provides protection to towns, communities and agricultural land in the region.	3,500,000	400,000

MRT-M	St. Francis River & Tribs, AR & MO - Maintenance	MO	Remove shoaling and repair a significant scour on Ditch 251, MO immediately below the Otter Creek junction in New Madrid County, MO due to 2011 flooding which significantly impacted the channel's flow carrying capacity. Required to restore to pre flood channel capacity. Provides protection to towns, communities and agricultural land in the region.	650,000	650,000
MRT-M	St. Francis River & Tribs, AR & MO - Maintenance	MO	Repair extensive scouring and stabilize the banks at the Block Hole, MO, due to damages from 2011 high water and high velocities to provide protection to the channel and adjacent levee. The Block Hole is located on the Diversion Channel west of Cape Girardeau, MO.	3,500,000	3,500,000
MRT-M	St. Francis River & Tribs, AR & MO - Maintenance	MO	Sediment Removal, scour repair, and bridge protection to Dudley Ditch is required due to damages from 2011 flooding to restore to pre flood conditions. Provides protection to towns, communities and agricultural land in the region.	1,200,000	150,000
MRT-M	Wappapello Lake	MO	Reopen/repair flooded areas (remove debris, replace/repair equipment, tables, electrical panels, water hydrants, fee booths, signs, buoys, well house, lift stations, electric transformers, sewer lines, replace beach sand, reseed, etc.) damaged during 2011 spring flood.	1,800,000	600,000
MRT-M	Wappapello Lake	MO	Project lands and facility flood damage repairs and clean up to include roads, culverts, beaches, campgrounds and resource levees damaged during 2011 spring flood.	3,300,000	1,300,000
MRT-M	Arkabutla Lake	MS	Arkabutla Lake-O&M Debris removal, Repair of area facilities, Area road repairs, replenish rip-rap rock stockpiles and flood response materials	700,000	700,000
MRT-M	Enid Lake	MS	Enid Lake-O&M Debris removal, Repair of area facilities, Area road repairs,	150,000	150,000
MRT-M	Grenada Lake	MS	Grenada Lake-O&M Debris removal, Repair of area facilities, Area road repairs, replenish rip-rap rock stockpiles and flood response materials	300,000	300,000
MRT-M	YB Mainstem	MS	Main Stem-Coldwater O&M Levee - Levee Slide Repairs that threaten the integrity of the levees threaten life and safety.	5,000,000	3,510,000
MRT-M	Mississippi River Levees	MS	O&M -Levee Slide Repairs that threaten the integrity of the levees threaten life and safety.	1,500,000	519,000

MRT-M	Sardis Lake	MS	Sardis Lake-O&M Debris removal, Repair of area facilities, Area road repairs,	150,000	150,000
MRT-M	YB Yazoo Backwater	MS	Ybkwtr-Muddy Bayou-Roller Gate Operators - Needed to assure proper gate operation and reduce threat of sand boils at Buck Chute during flood conditions. Existing operators are obsolete and unreliable under flood conditions as occurred in FY11.	126,000	126,000
MRT-M	YB Yazoo Backwater	MS	Ybkwtr-O&M Levee Slide Repairs that threaten the integrity of the levees threaten life and safety.	4,000,000	250,000
MRT-M	Channel Improvement	MS	Dennis - Repair damage to channel improvement Articulated Concrete Mat (ACM) revetment due to 2011 Flood Damage.	4,805,000	4,111,000
MRT-M	Channel Improvement	MS	Walnut Point/Kentucky Bend-Toe scour of 20 to 30 feet along approximately 6,200 feet of the revetment. Revetment has failed . Mississippi River levee within 850 feet of revetment. Grade bank and replace 6,200 feet of revetment (24,800 squares). Place upper bank paving.	13,541,000	13,481,000
MRT-M	Channel Improvement	MS	Mayersville-Loss of upper bank paving and greater than 20 feet of scour at the revetment toe. Mississippi River Levee within 2,500 feet of top bank. Grade and place approximately 800 feet of revetment (3,200 squares). Place upper bank paving.	1,770,000	967,000
MRT-M	Greenville Harbor	MS	Greenville Harbor-Due to our high river stages we anticipate we will have significant deposition in our MS River Harbors that will require additional dredging to return them to project dimensions.	1,000,000	1,000,000
MRT-M	Vicksburg Harbor	MS	Vicksburg Harbor-Due to our high river stages we anticipate we will have significant deposition in our MS River Harbors that will require additional dredging to return them to project dimensions.	750,000	750,000
MRT-M	Channel Improvement/Revetment	MS	Commerce, MS. Repair damaged concrete mattress revetment and top bank to restore to pre flood conditions due to damages from 2011 MS Rvr flooding by constructing stone toe for stability of bank, repairing damaged stone revetment and top bank, and placing stone toe and concrete mattress where required.	22,490,000	8,800,000
MRT-M	Channel Improvement	MS, AR, LA	Dredge Victoria Bend to remove sedimentation deposited by extended high water of the Flood of 2011. Removal will be performed by USACE Dustpan Dredge.	800,000	800,000

MRT-M	Channel Improvement	MS, AR, LA	610-320 Stone-Degradation and scour of existing Dikes and Revetments. Repairing these navigation structures will greatly reduce the amount of needed dredging, buy down risk of catastrophic failures and restore a safe and navigable channel.	10,032,000	10,032,000
MRT-M	Channel Improvement/Dredging	TN	Sycamore Chute, TN. Dredging of mainstem MS River due to damages from 2011 flooding to restore the navigation channel to pre flood conditions allowing for waterborne transportation and shipping of goods.	2,000,000	2,000,000
MRT-M	Channel Improvement/Revetment	TN	Below Richardson Landing, TN. Repair damaged top bank scour and scour hole to restore to pre flood conditions due to 2011 MS Rvr flooding to reduce risk of failure during future flood events. Topbank scour approximately 1,700' wide and 30'-35" deep. Overbank scour hole approximately 35' deep. The scour runs inland approximately 1,000'.	10,000,000	2,500,000
MRT-M	Channel Improvement/Revetment	TN	Meriwether/Cherokee, TN Phase 2 repairs to fill in notch with stone (phase 1 top bank repair) and construct 9000' ring levee around overbank scour hole to restore to pre flood conditions due to damages from 2011 MS Rvr flooding.	16,800,000	6,000,000
MRT-M	Channel Improvement/Revetment	TN	President's Island, TN Phase 2 Bank repairs to restore to pre flood conditions due to damages from 2011 flooding by filling landside scour hole with earthen material, placing stone to raise the stone fill to surrounding top bank height (+47 LWRP), widen the crown width to 14 ft. and capping the riverside slopes with stone to approximate 1V on 2.5H. Construct a 100' wide x 4' thick stone apron on the landside of the stone fill.	19,310,663	13,500,000
MRT-M	Channel Improvement/Revetment	TN	Meriwether/Cherokee, TN Upstream/Downstream. Repair top bank across scour opening, landside and riverside slopes, and damaged concrete mattress revetment to restore to pre flood conditions due to 2011 MS Rvr flooding by grading, paving and placing concrete mattress and filling scour hole at MS River Mile 873L to 867L.	5,740,000	5,740,000
MRT-M	Channel Improvement/Revetment	TN	Ensley, TN. Repair damaged concrete mattress revetment and top bank to pre flood conditions due to 2011 MS Rvr flooding. Top bank scour is approximately 900' wide and 40'-45" deep and overbank scour hole is approximately 50' deep. The scour runs inland approximately 1,000'. To provide integrity to the MS RVR levee which is within 1 mile of scour and reduce risk of levee failure during future flood events.	5,800,000	3,500,000
MRT-M	Channel Improvement/Revetment	TN	Randolph, TN Hardpoints. Repair top bank scour and hardpoint structure to pre flood conditions due to damages from 2011 MS Rvr flooding. Scour occurred at top bank and caused hardpoint structures to be flanked.	1,125,000	1,125,000
MRT-M	Channel Improvement/Dikes	TN	Randolph, TN Dike. Repairs to dike to restore to pre flood conditions due to damages from 2011 MS Rvr flooding by placing stone toe protection at 20 TN/LF from Tieback 2 to 1100' downstream, repairing major failures along trail dike and tieback dikes to elevation	4,000,000	4,000,000

			of +25 LWRP, restoring crown widths to design widths (6' and 14') and riverside slopes to approximate angle of repose (1V on 1.25H), and restoring dike to grade and section the entire length of structures (~200,000 TN).		
			Total MR&T	**479,257,663**	**283,415,500**
OM	Black Warrior and Tombigbee Rivers, AL	AL	Heavy spring rains in the northern part of District caused flooding & shoaling along BWT proj. Addtl funds reqsd for dredging reqmnts . Impacts to high use waterway were severe w/draft & width restrictions. District reallocated funds to dredge.	1,000,000	1,000,000
OM	Black Warrior and Tombigbee Rivers, AL	AL	Severe storms, tornadoes & strong straightline winds damgd Corps faclts & downed trees across BWT. Addtl funds reqd for repairs & to clear & dispose debris in multi areas. Some debris is in proj waters & creating hazards in the nav channel.	600,000	600,000
OM	Mobile Harbor, AL	AL	Heavy spring rains in northern portion of SAM caused flooding along waterways emptying into Mobile Bay and resulted in heavy shoaling in Mobile Harbor, AL high use WW. Funds requested to cover dredging requirements.	10,000,000	10,000,000
OM	Tennessee - Tombigbee Waterway, AL & MS	AL & MS	Heavy spring rains in the northern portion of the Mobile District caused flooding and resulted in heavy shoaling along the Tennessee - Tombigbee Waterway. Additional funds requested to cover dredging requirements associated with these flood events.	3,000,000	3,000,000
OM	Tennessee - Tombigbee Waterway, AL & MS	AL & MS	Severe storms, tornadoes and strong straightline winds damaged Corps facilities and downed trees across the Tennessee-Tombigbee Waterway project area. Additional funds requested to cover cost of making repairs to facilities and to clear and dispose of debris.	200,000	200,000
OM	Blakely Mtn Dam - Lake Ouachita	AR	Blakely-Repairs to facilities damaged by flood waters including: solar panels at Brady Mtn.; building roofs at Brady Mtn. and Little Fir; hot water heaters, signs, fences and bulletin boards.	100,000	100,000
OM	Blakely Mtn Dam - Lake Ouachita	AR	Blakely-Replace primary electric lines that were broken by falling/uprooted trees and repalce 50 amp service to innundated campsite electric pedestals.	50,000	50,000
OM	Blakely Mtn Dam - Lake Ouachita	AR	Blakely-Repair undercutting and edge pavement ravelling and replace damanged and washed out culverts on roadways.	200,000	200,000
OM	Blakely Mtn Dam - Lake Ouachita	AR	Blakely-Re-establish ditch lines and ditchbank stabilization repairs along roadways	100,000	100,000

OM	Blakely Mtn Dam - Lake Ouachita	AR	Blakely-Repair/repair sewer lift station equipment in 14 manholes that were flooded.	100,000	100,000
OM	Blakely Mtn Dam - Lake Ouachita	AR	Blakely-Repair and rebuild 100 washed-out and eroded campsites caused by heavy flooding.	90,000	65,000
OM	Blakely Mtn Dam - Lake Ouachita	AR	Blakely-Debris removal resulting from flood damages to 584 trees being uprooted or broken.	150,000	100,000
OM	Blakely Mtn Dam - Lake Ouachita	AR	Blakely-Replace sand and repair severe erosion caused by flooding of 8 swimming beaches	75,000	75,000
OM	Narrows Dam - Lake Greeson	AR	Narrows Dam-Replace breakers in 50 campsite electric pedestals that were submerged by flood waters.	60,000	60,000
OM	Narrows Dam - Lake Greeson	AR	Narrows Dam-Repair entrance road that was washed away by the flood.	170,000	170,000
OM	Narrows Dam - Lake Greeson	AR	Narrows Dam-Repair and rebuild Rock Creek Road that was washed out by the flood.	200,000	200,000
OM	Narrows Dam - Lake Greeson	AR	Narrows Dam-Repair/replace trailer dump station that was flooded which destroyed the station components.	50,000	50,000
OM	Narrows Dam - Lake Greeson	AR	Narrows Dam-Removal and cleanup of heavy flood debris along the shoreline and in public use areas.	100,000	100,000
OM	Narrows Dam - Lake Greeson	AR	Narrows Dam-Repair and rebuild 150 washed-out and eroded campsites caused by heavy flooding.	120,000	120,000

OM	Narrows Dam - Lake Greeson	AR	Narrows Dam-Replace sand and repair sever erosion caused by flooding of 7 swimming beaches	75,000	75,000
OM	DeGray Dam - DeGray Lake	AR	DeGray-The access road just below the dam and East of the channel received heavy erosion due to flash flooding. The area will required eYtensive dirt work and possible a concrete apron to prevent future loss of material and roadway.	150,000	150,000
OM	DeGray Dam - DeGray Lake	AR	DeGray-Repair/resurface the Spillway Recreation Area boat ramp parking lot due to prolonged inundation of flood waters the pavement has rippled and lifted from the base. The area is highly utilized.	400,000	400,000
OM	DeGray Dam - DeGray Lake	AR	DeGray-Replace sand and repair severe erosion caused by flooding to 8 swimming beaches; replace 50/30 amp breakers in campsite electric pedestals that were submerged by flood waters.	100,000	100,000
OM	Yellow Bend Port, AR	AR	Yellow Bend Port, AR-Due to our high river stages we anticipate we will have significant deposition that will require additional dredging to return them to project dimensions.	115,000	115,000
OM	Helena Harbor, AR	AR	Dredging required to remove significant sediment and debris deposited within the navigation channel due to the 2011 MS Rvr flooding and overbank flow to restore the authorized channel dimensions and assure harbor access for shipping of goods.	600,000	600,000
OM	Osceola Harbor, AR	AR	Dredging required to remove significant sediment and debris deposited within the navigation channel due to the 2011 MS Rvr flooding and overbank flow to restore the authorized channel dimensions and assure harbor access for shipping of goods.	1,000,000	1,000,000
OM	MKARNS, AR	AR	Funds required to award construction contract to repair damages caused by overtopping of the Arkansas-White Cut-off Structures. This work involves removing loose and/or broken sections of concrete, drilling thru remaining concrete sections, installing rebar to hold the new concrete in place and replacing the displaced stone on the Melinda structures and Jim Smith North Concrete structures.	2,500,000	200,000
OM	MKARNS, AR	AR	Funds required to award contract to reconstruct rock structures to stabilize channel banks. Not repairing structures could result in loss of navigation system on the MKARNS.	3,041,000	3,031,000
OM	MKARNS, AR	AR	Funds required to award contract to repair damages to recreation facilities to include, parking area, culverts, fishing piers, public roads, and sea wall to ensure public safety.	2,285,000	2,280,000

OM	MKARNS, AR	AR	Funds required to award construction contract to repair damages caused by overtopping of the Arkansas-White Cut-off Structures. This work involves repairs to the Jim Smith South and Melinda right bank side and requires coordination with US Fish & Wildlife Service. If repairs are on USFWS property, we will be faced with a compatibility issue that will have to be addressed pursuant to the Refuge Improvement Act of 1997. We may be unable to restore the structure(s) back to the pre-event condition with exact material and stone due to the Refuge Improvement Act. All structures not on US Fish & Wildlife Service property will be restored back to the pre-event condition.	7,500,000	7,225,000
OM	Bull Shoals Lake	AR	Funds required to award contract to remove debris to prevent damage to outlet structures, and repair damages to recreation facilities to include swim beaches, picnic sites, camp site, electrical pedestals, and public roads to ensure public safety.	3,750,000	3,740,000
OM	Beaver Lake	AR	Funds required to award contract to remove debris and to repair the damage to recreation facilities, to include campsites, picnic areas, roads, and electrical pedestals in twelve parks, to ensure public safety.	900,000	895,000
OM	Beaver Lake	AR	Funds required to award contract to repair erosion on downstream slope of embankment caused by high flood releases through emergency spillway to ensure safe and reliable project operations to meet authorized purposes.	170,000	168,000
OM	Dardanelle L	AR	Funds required to award contract to reconstruct rock structures to stabilize channel banks, to ensure safe, reliable navigation.	100,000	98,000
OM	DARDANELLE LOCK & DAM, AR	AR	Funds required to award a contract to repair a 200 linear foot slide on landside of levee to ensure public health and safety.	400,000	395,000
OM	Greers Ferry	AR	Funds required to award contract to remove debris and to repair the damages to recreation facilities, to include campsites, picnic areas, electrical pedestals and bank erosion, to ensure public safety.($585,000)	585,000	580,000
OM	Nimrod	AR	Funds required to award a contract to remove debris, repair erosion on shoulders and repair swim beach to ensure public safety.	245,000	240,000
OM	Norfork Lake	AR	Funds required to award contract to remove debris to prevent damage to outlet structures, and repair damages to recreation facilities to include swim beaches, picnic sites, camp sites, electrical pedestals, sanitary sewer, asphalt/concrete surfaces.	2,600,000	2,595,000

OM	Colebrook River Lake, CT	CT	Tropical Storm Irene resulted in flood debris being deposited on project lands and structures. The removal of these debris is necessary to prevent materials from impeding project operations and damage to project strucutures, and impeding access to project lands. Funds will also be used to repair a washedout project road, and replacing a culvert, which is prevnting access to portions of the project.	240,000	240,000
OM	Colebrook River Lake, CT	CT	Tropical Storm Irene resulted in flood debris being deposited on project lands and structures. The removal of these debris is necessary to prevent materials from impeding project operations and damage to project strucutures, and impeding access to project lands.	10,000	10,000
OM	Hancock Brook Lake, CT	CT	Tropical Storm Irene resulted in flood debris being deposited on project lands and structures. The removal of these debris is necessary to prevent materials from impeding project operations and damage to project strucutures, and impeding access to project lands.	10,000	10,000
OM	Hop Brook Lake, CT	CT	Tropical Storm Irene resulted in flood debris being deposited on project lands and structures. The removal of these debris is necessary to prevent materials from impeding project operations and damage to project strucutures, and impeding access to project lands.	25,000	25,000
OM	Northfield Brook Lake, CT	CT	Tropical Storm Irene resulted in flood debris being deposited on project lands and structures. The removal of these debris is necessary to prevent materials from impeding project operations and damage to project strucutures, and impeding access to project lands. Funds will alos be used for electrical and water supply line repairs.	25,000	25,000
OM	West Thompson Lake, CT	CT	Tropical Storm Irene resulted in flood debris being deposited on project lands and structures. The removal of these debris is necessary to prevent materials from impeding project operations and damage to project strucutures, and impeding access to project lands.	10,000	10,000
OM	Black Rock Lake, CT	CT	Tropical Storm Irene resulted in flood debris being deposited on project lands and structures. The removal of these debris is necessary to prevent materials from impeding project operations and damage to project strucutures, and impeding access to project lands.	20,000	20,000
OM	Thomaston Dam, CT	CT	Funds required to remove flood debris, clean up trees and dumpster rental. Funds required to purchase and install new emergency generator, used to operate project when power is lost. Existing generator failed during Halloween Snowstorm. A generator was rented to operate project until power was restored.	95,000	95,000
OM	Stonington Harbor, CT	CT	Funds required to repair the east breakwater damaged during Tropical Storm Irene. The structure is a critial component to the navigation project and significant damages to 5 sections of the breakwater are having an impact on safe navigation to/from the harbor.	1,000,000	1,000,000

OM	Wilmington Harbor, DE	DE	The Wilmington South disposal area is the primary source of storage capacity for the dredged material removed from the federal project during annual maintenance dredging operations. It is located in the immediate vicinity of several active Port facilities including automobile storage areas and supporting roadways, truck staging areas, container terminals and outside storage areas. This project has suffered severe damage from the passage of Tropical Storm Irene. The Hazard Potential is two-fold. Should a dike failure and/or mud slide occur due to over-saturate soils/compromised foundation strength which has resulted in excessive movement and settlement severe damages will be experienced by the Port Owner/Operator including economic hardships and loss of business and jobs. Furthermore, should the disposal site not be re-constructed and new capacity created the only option would be to transport the dredged materials a much further distance at an extremely higher cost. The funding for the additional pumping distance would significantly exceed the present budget allotment for the project.	2,000,000	2,000,000
OM	Carters Project, GA	GA	Severe storms, possible tornado and strong straightline winds damaged Corps facilities and downed trees and powerlines across the Carters Project area. Additional funds requested to cover cost of making repairs to goverment-owned electrical utilities.	700,000	700,000
OM	Aunuu Small Boat Harbor, AS	HI	Rebuild breakwater damaged by Tsunami	2,800,000	2,000,000
OM	Rathbun Lake, IA	IA	Amount needed to clean up and complete repairs following high water and heavy rain in summer 2011. Work in recreation areas will include but not be limited to repair and/or replace damaged campground roads, picnic tables, playgrounds, camp pads, benches, boat docks, and signs	70,000	70,000
OM	Ohio River Locks & Dams - L/D 52	IL	NAV flood emergency repair package includes labor over our basic operating costs, drift and debris removal, replacement of damaged equipment, and project repairs. Known critical damage to date includes 2 - 6 inches of mud on roads and in buildings.	90,000	90,000
OM	Ohio River Locks & Dams - L/D 52	IL	NAV flood emergency repair package: Cleaning up mud and drift. Disinfecting areas. Repairing damage windows, demolishing damaged garage, replacing furniture.	65,000	65,000
OM	Ohio River Locks & Dams - L/D 53	IL	NAV flood emergency repair package includes labor over our basic operating costs, drift and debris removal, replacement of damaged equipment, and project repairs. Critical costs to date include boarding up windows of powerhouse and moving all equipment possible out of harms way	16,000	16,000

OM	Ohio River Locks & Dams - L/D 53	IL	NAV flood emergency repair package: Cleaning up mud and drift. Disinfecting areas	35,000	35,000
OM	Ohio River Locks & Dams - Smithland	IL	NAV flood emergency repair package includes labor over our basic operating costs to clean mud out of lock control buildings, reinstall control panels, clean mud and debris out of crossovers, clean drift out of equipment. Final step was system check to confirm proper operation.	20,000	20,000
OM	Ohio River Locks & Dams - Smithland	IL	NAV flood emergency repair package: Cleaning up mud and drift. Disinfecting areas	35,000	35,000
OM	Kaskaskia Navigation Project	IL	Removal by dredging of silt deposited at mouth of RM 0.0-0.8 and channel mile 34-36 resulting from high flows on MS and Kaskaskia during major flood event of spring/ summer 2011.	900,000	900,000
OM	Kaskaskia Navigation Project	IL	Floating guidewalls were damaged during the 2011 flood event. High water created stress causing shifting and buckling of guidewalls resulting in damage to some of the connections between the individual sections of the guidewalls. These broken connections require repair. The movement also resulted in damage to several areas of concrete and parts of the hand rail on the guidewalls. The broken concrete and handrail require repair.	250,000	250,000
OM	Kaskaskia Navigation Project	IL	Clean up, repair, and reopen of recreation facilities buildings, roads, boat ramps, signs and buoys, replace grass and trees damaged by major flood event spring 2011.	250,000	250,000
OM	Kaskaskia Navigation Project	IL	Electrical components of the lock control system were damaged by moisture during the 2011 flood event. Also two sump pumps and a limit switch failed during the flood event and require replacement.	250,000	250,000
OM	Kaskaskia Navigation Project	IL	Cleanup following flooding and oversight of contracts for clean up and repair	75,000	75,000
OM	Kaskaskia Navigation Project	IL	Cleanup/inspection/testing/repair of piezometers and drainage system to assure system is functioning as designed to prevent failiure of lock and dam.	200,000	200,000
OM	Kaskaskia Navigation Project	IL	Repair tainter gates that were damaged during the spring 2011 flood event. Cracks were found and emergency repairs made by welding plates to the cracks in the parts of the gates that could be reached while the gates were out of the water. Additional braces on the gates were broken during the event and	1,300,000	1,300,000

			vibrations have gotten much worse than before the flood event. It is probable that the cracks in the dam tainter gates are caused by the gate vibrations.		
OM	Rend Lake	IL	Project lands and facility flood damage repairs to include roads, culverts, beaches, campgrounds and resource levees.	520,000	520,000
OM	Rend Lake	IL	Main Dam flood repairs (damaged revetment and scour holes, chemical grout injections on monoliths) to include dam structures, outlet channel, breakwaters, sub-impoundment dams, and levees.	995,000	995,000
OM	Miss River Btwn Mo River and Minneapolis, IL (MVR Portion)	IL, IA, MO	L/D 16 Flood has impacted all lock and dam sites, and natural resources managed by the Corps. Funds required for additional dredging in various pools. River siltation filled in above the upper non-operational aux miter gates. These areas need to be dredged to provide sufficient fleeting areas for both in-house maintenance crews and contractor crews to get necessary work completed. Additionally, these areas above the aux gates provide fleeting for lock assist boats. Lock assist boats are used at these sites to provide towboats adequate alignment during downbound lockages to prevent towboat accidents and damage to miter gates and lock facilities.	50,000	50,000
OM	Miss River Btwn Mo River and Minneapolis, IL (MVR Portion)	IL, IA, MO	L/D 17 Flood has impacted all lock and dam sites, and natural resources managed by the Corps. Funds required for additional dredging in various pools. River siltation filled in above the upper non-operational aux miter gates. These areas need to be dredged to provide sufficient fleeting areas for both in-house maintenance crews and contractor crews to get necessary work completed. Additionally, these areas above the aux gates provide fleeting for lock assist boats. Lock assist boats are used at these sites to provide towboats adequate alignment during downbound lockages to prevent towboat accidents and damage to miter gates and lock facilities.	50,000	50,000
OM	Miss River Btwn Mo River and Minneapolis, IL (MVR Portion)	IL, IA, MO	L/D 18 Flood has impacted all lock and dam sites, and natural resources managed by the Corps. Funds required for additional dredging in various pools. River siltation filled in above the upper non-operational aux miter gates. These areas need to be dredged to provide sufficient fleeting areas for both in-house maintenance crews and contractor crews to get necessary work completed. Additionally, these areas above the aux gates provide fleeting for lock assist boats. Lock assist boats are used at these sites to provide towboats adequate alignment during downbound lockages to prevent towboat accidents and damage to miter gates and lock facilities.	100,000	100,000

OM	Miss River Btwn Mo River and Minneapolis, IL (MVR Portion)	IL, IA, MO	L/D 20 Flood has impacted all lock and dam sites, and natural resources managed by the Corps. Funds required for additional dredging in various pools. River siltation filled in above the upper non-operational aux miter gates. These areas need to be dredged to provide sufficient fleeting areas for both in-house maintenance crews and contractor crews to get necessary work completed. Additionally, these areas above the aux gates provide fleeting for lock assist boats. Lock assist boats are used at these sites to provide towboats adequate alignment during downbound lockages to prevent towboat accidents and damage to miter gates and lock facilities.	50,000	50,000
OM	Miss River Btwn Mo River and Minneapolis, IL (MVR Portion)	IL, IA, MO	L/D 21 Flood has impacted all lock and dam sites, and natural resources managed by the Corps. Funds required for additional dredging in various pools. River siltation filled in above the upper non-operational aux miter gates. These areas need to be dredged to provide sufficient fleeting areas for both in-house maintenance crews and contractor crews to get necessary work completed. Additionally, these areas above the aux gates provide fleeting for lock assist boats. Lock assist boats are used at these sites to provide towboats adequate alignment during downbound lockages to prevent towboat accidents and damage to miter gates and lock facilities.	150,000	150,000
OM	Miss River Btwn Mo River and Minneapolis, IL (MVR Portion)	IL, IA, MO	Flood has impacted all lock and dam sites, and natural resources managed by the Corps. Funds required for building repairs at multiple lock sites and the control stand buildings. Repeated exposure from flood waters has caused the mortar to loosen and erode. The brick face is deterioriating and sloughing in various locations as well.	83,700	83,700
OM	Miss River Btwn Mo River and Minneapolis, IL (MVR Portion)	IL, IA, MO	Flood has impacted all lock and dam sites, and natural resources managed by the Corps. Funds required for repairs to machinery stands at multiple sites. Lock Miter Machinery Base Repairs - This is for repairs at three (3) different sites. Due to flooding, the anchoring system of the machinery bases need repairs done. The repairs are rebolting/epoYy repairs of the anchors that hold the machinery bases in place; corrosion repairs to the structural beams (water inundation has caused boxed beams to hold moisture resulting in corrosion).	347,800	347,800
OM	Miss River Btwn Mo River and Minneapolis, IL (MVR Portion)	IL, IA, MO	Flood has impacted all lock and dam sites, and natural resources managed by the Corps. Funds required for raise I-wall control stands. Corrosion of connections that operate the miter gates and tainter/emptying/filling valves has caused electrical repairs necessary so that locking can continue. This is also evident at three (3) different sites	342,000	342,000
OM	Miss River Btwn Mo River and Minneapolis, IL (MVS Portion)	IL, MO	Additional dredging required due to flooding to maintain 9' navigation channel. High sediment deposits from spring flooding have already caused closures at UMR 221, 241, and 263. Baseline funds will not be sufficient to keep channel open to authorized dimensions.	650,000	650,000

OM	Brookville Lake	IN	FRM package for emergency flood activities: Overtime costs to monitor pool; Regular labor spent on additional monitoring	2,000	2,000
OM	Cagles Mill Lake	IN	FRM package for emergency flood repairs: rip-rap repairs in the Tailwater	20,000	20,000
OM	C. M. Harden Lake	IN	FRM flood emergency repair package for eroded areas of shoreline and replace culvert that acts as outlet for toe drain system.	12,000	12,000
OM	Monroe Lake	IN	FRM flood emergency package: Repair Eroded Areas Of Emergency Spillway And Paved Parking Area Within. Replace Log Boom Used To Prevent Driving Into Spillway With Cable Fence. Add Needed Riprap To Mouth Of Spillway; Repair Valley Mission Road retreat channels/ditches. Includes Regular/Overtime labor spent on additional monitoring and clean up work.	900,000	165,000
OM	Monroe Lake	IN	FRM flood emergency repair package: Repair Tailwater Stilling Basin Revetment Riprap And Portion Of Parking Lot Damaged From Outflows ; Install Drain Tile On Both Sides Of Stilling Basin And Place Weir Before Existing East Side Culvert To Control Excess Drainage From Dam And West Abutment.	60,000	60,000
OM	Ohio River Locks & Dams - Cannelton	IN	NAV flood emergency repair package includes labor over our basic operating costs to clean mud out of lock control buildings, reinstall control panels, clean mud and debris out of crossovers, clean drift out of equipment. Final step was system check to confirm proper operation.	15,000	15,000
OM	Ohio River Locks & Dams - Cannelton	IN	NAV flood emergency repair package: Cross Over Sump pump - includes labor over basic operating costs to install the sump pumps destroyed by the flood. The package also includes the purchase of new pumps.	5,844	5,844
OM	Ohio River Locks & Dams - J. T. Myers	IN	NAV flood emergency repair package: Upper gaging station Selsyn motor control - includes the labor above basic operating costs and replacement parts to repair the gage station and equipment damaged by the flood waters.	6,000	6,000
OM	Ohio River Locks & Dams - J. T. Myers	IN	NAV flood emergency repair package: Roadway Gravel - includes labor over basic operating costs and material to repair the section of gravel access road washed away by the flood waters.	100,000	100,000
OM	Ohio River Locks & Dams - J. T. Myers	IN	NAV flood emergency repair package: Security system In Lock shacks - repairs to the security system components caused by flood water - performed by contractor.	50,000	50,000

OM	Ohio River Locks & Dams - J. T. Myers	IN	NAV flood emergency repair package: security fence repair 150 feet	15,000	15,000
OM	Ohio River Locks & Dams - J. T. Myers	IN	NAV flood emergency repair package: Warehouse and carpenter shop - remove wet insulation	15,000	15,000
OM	Ohio River Locks & Dams - J. T. Myers	IN	NAV flood emergency repair package: Comfort station Transformer - includes labor over and above normal operations to replace the transformer providing power to the visitor's comfort station. Also includes the purchase of equipment.	2,500	2,500
OM	Ohio River Locks & Dams - J. T. Myers	IN	NAV flood emergency repair package: Security gate control station - The Hendry Box that controls the security gate to the project was submerged and damaged by the flood water. Work to be performed by contractor.	5,000	5,000
OM	Ohio River Locks & Dams - J. T. Myers	IN	NAV flood emergency repair package: Phone system in Lock shacks - lock phone system components were damaged by flood waters and requires replacement. Work to be performed by contractor.	5,000	5,000
OM	Ohio River Locks & Dams - J. T. Myers	IN	NAV flood emergency repair package: Security Monitor in Lock shacks - system components were damaged by flood waters and requires replacement.	2,000	2,000
OM	Ohio River Locks & Dams - J. T. Myers	IN	NAV flood emergency repair package: Fiber optic cable in Gallery - system components were damaged by flood waters and requires replacement. Work to be performed by contractor.	5,000	5,000
OM	Ohio River Locks & Dams - J. T. Myers	IN	NAV flood emergency repair package: Shore Power and electric for boat dock - includes the labor above basic operating costs and replacement parts to repair the power supply to the fleet damaged by flood waters.	10,000	10,000
OM	Ohio River Locks & Dams - J. T. Myers	IN	NAV flood emergency repair package: Electrical Plugs for Locks (Joy plugs) - includes the labor above basic operating costs and replacement parts to repair the quick disconnect (Joy) electric plugs damaged by the flood waters.	25,000	25,000
OM	Ohio River Locks & Dams - J. T. Myers	IN	NAV flood emergency repair package: Lock Shack Floor - includes the labor above basic operating costs and replacement parts to repair the raised floor damaged by the flood waters.	8,000	8,000

OM	Ohio River Locks & Dams - J.T. Myers	IN	NAV flood emergency repair package: Includes labor over our basic operating costs, drift and debris removal, replacement of damaged equipment, and project repairs. Known critical damage to date includes replacement of several pumps at a cost of $26,000 and some electrical connec.	30,000	30,000
OM	Ohio River Locks & Dams - Newburgh	IN	NAV flood emergency repair package: Selsyn Motors for emptying and filling Valves - includes the labor above basic operating costs and replacement parts to repair the culvert valve position indicators damaged by the flood waters.	50,000	50,000
OM	Patoka Lake	IN	FRM flood emergency repair package: Repair Eroded Areas Of Emergency Spillway, Fill Numerous Sinkholes And Concrete Ditchline, Culvert, And Riprap Edge Of Patoka River Where Outflow From Spillway Occurred. Replace Maintenance Road Washed Out By Spillway Flow. Replace Pipe Gate. Includes Regular/Overtime labor spent on additional monitoring and clean up work.	580,000	375,000
OM	Patoka Lake	IN	REC flood emergency repair package: Make Repairs From Erosion In Overlook Area.	20,000	20,000
OM	Falls Of The Ohio	IN	Flood emergency repair package: Repair fence along wall on IN side (beside dam) and repair hand rail leading to the fisherman's access point on Shippingport Island.	4,000	4,000
OM	Clinton Lake, KS	KS	Amount needed to clean up and complete repairs following high water and heavy rain in summer 2011. Work in recreation areas will include but not be limited to repair and/or replace damaged campground roads, picnic tables, playgrounds, camp pads, benches, boat docks, and signs.	70,000	70,000
OM	Kanopolis Lake, KS	KS	Amount needed to clean up and complete repairs following high water and heavy rain in summer 2011. Work will include but not be limited to removal of deposited debris on the face of the dam, repair grass kill and erosion along the shoreline, repair damaged access roads, repair the breakwater that protects boat ramps, repair upstream dam rock protection. Work may also include dam safety repairs to damages to outlet channels and transition areas.	130,000	130,000
OM	Melvern Lake, KS	KS	Amount needed to clean up and complete repairs following high water and heavy rain in summer 2011. Work in recreation areas will include but not be limited to repair and/or replace damaged campground roads, picnic tables, playgrounds, camp pads, benches, boat docks, and signs	70,000	70,000
OM	Milford Lake, KS	KS	Amount needed to clean up and complete repairs following high water and heavy rain in summer 2011. Work in recreation areas will include but not be limited to repair and/or replace damaged campground roads, picnic tables, playgrounds, camp pads, benches, boat docks, and signs	100,000	100,000

OM	Milford Lake, KS	KS	Amount needed to clean up and complete repairs following high water and heavy rain in summer 2011. Work will include but not be limited to removal of deposited debris on the face of the dam, repair grass kill and erosion along the shoreline, repair damaged access roads, repair the breakwater that protects boat ramps, repair upstream dam rock protection. Work may also include dam safety repairs to damages to outlet channels and transition areas.	130,000	130,000
OM	Wilson	KS	Repair walkway damage on ADA , fishing docks in Lucas park and courtesy loading dock at the Minooka park east boat ramp (7K); New building skylights ($3k)	10,000	10,000
OM	Wilson	KS	Purchase and deliver rock for repair or eroded roads and campsites, roads, and embankment drains (15k)	15,000	15,000
OM	Barren River Lake	KY	REC package for emergency cleaning and repair of inundated campsites, picnic sites and roads at six recreation areas with two campgrounds. Repair/replace signs, buoys, beach sand and courtesy docks.	200,000	200,000
OM	Barren River Lake	KY	FRM package for emergency repair of roads, parking lots, turf erosion resulting from long term inundation. Contract Work to Remove Drift & Debris from Operations Areas. Includes Regular/Overtime labor spent on additional monitoring and clean up work.	25,000	25,000
OM	Buckhorn Lake	KY	FRM package for emergency flood activities - drift and debris removal (at the Dam).	75,000	75,000
OM	Buckhorn Lake	KY	REC package for emergency repair of slips at the Boat-in, Trace Branch and Tailwater campgrounds as well as various boat ramps.	125,000	125,000
OM	Cave Run Lake	KY	FRM package to repair drainage ditches and replace rip-rap. Includes Regular/Overtime labor spent on additional monitoring and clean up work.	20,000	20,000
OM	Cave Run Lake	KY	REC package for emergency repair of roads and parking areas; rehab seven picnic sites (timbers, gravel pads, grills); replace wood fence/handrails; and remove dead timber.	65,000	65,000
OM	Green River Lock 1	KY	NAV emergency flood repair package: Road guard rail and culvert area washed	30,000	30,000

OM	Nolin River Lake	KY	REC package to repair ten restrooms/showerhouses, two campground tollhouses, 242 campsites, three picnic shelters, and 4.5 miles of road that was inundated for a prolonged time. One tollhouse completely destroyed. Many other miscellaneous facilities to clean up and repair after waters recede.	150,000	150,000
OM	Nolin River Lake	KY	FRM package to repair damage to rip rap, equipment, and facilities at dam. Includes Regular/Overtime labor spent on additional monitoring and clean up work.	25,000	25,000
OM	Rough River Lake	KY	FRM flood emergency repair package: Damage has been documented to stilling basin walls, sidewalk, railings, erosion of dam toe. Unknown damage to stilling basin walls and floor will require dewatering as soon as practical. Possible contract to rip rap up to additional eroded areas around the Dam/Dam abutment. Includes Regular/Overtime labor spent on additional monitoring and clean up work.	1,200,000	1,200,000
OM	Rough River Lake	KY	REC emergency repair package: Clean and repair inundated structures including 1 tollhouse and 4 showerhouses/restrooms. Replace 4 roofs that appear to have been displaced. Repair, refurbish, restore roads, lift stations, bulletin boards, electric pedestals, playground equipment and other facilities damaged by length of inundation.	200,000	200,000
OM	Taylorsville Lake	KY	FRM flood emergency repair package - Drift removal from Dam structure; In-house labor and materials to remove ruts and reseed roadway edges along dam and in overlook from sightseers stopping to look at high water; repair damage to riprap along the Tailwater due to extended high water damage. Includes Regular/Overtime labor spent on additional monitoring and clean up work.	31,000	31,000
OM	Taylorsville Lake	KY	REC flood emergency repair package - to replace bulletin boards and to repair damage from extended high flow to handrails in the Tailwater Rec. area; in-house labor and parts	3,000	3,000
OM	Elvis Stahr Harbor, KY	KY	Dredging required to remove significant sediment deposited within the navigation channel due to the 2011 MS Rvr flooding, overbank flow and local runoff to restore authorized channel dimensions and assure harbor access. In addition to shipping and movement of goods, a U.S. Coast Guard facility is located in this harbor.	900,000	900,000
OM	Elvis Stahr Harbor, KY	KY	Additional dredging required to remove significant sediment and debris deposited within the navigation channel due to the 2011 MS Rvr flooding, overbank flow, and local runoff to restore authorized channel dimensions and assure harbor access. In addition to shipping and movement of goods, a U.S. Coast Guard facility is located in this harbor.	1,000,000	1,000,000

OM	Open Channel Work, KY, Oh, In, Il	KY, OH, IN, IL	Additional dredging is anticipated due to flooding on lower Ohio River (JT Myers to Cairo); at the confluence of Wabash and Ohio Rivers; below the fixed weirs at Newburgh and Smithland; and in the lock approaches on the Ohio River.	2,000,000	2,000,000
OM	BARKLEY DAM AND LAKE BARKLEY, KY & TN	KY, TN	Dam Safety - Repair inspection road at toe of dam - Impacted during both Flood May 2010 and May 2011	390,000	390,000
OM	BARKLEY DAM AND LAKE BARKLEY, KY & TN	KY, TN	Dam & Life Safety - Repair monolith joint at lock wall flooding lower gallery, and drill, Grout Seal and Repair Utility Gallery Walls - Impacted During both Flood May 2010 and May 2011	875,000	875,000
OM	BARKLEY DAM AND LAKE BARKLEY, KY & TN	KY, TN	Navigation Safety - Replace or relocate off-station secondary channel marker buoys - Impacted During both Flood May 2010 and May 2011	170,000	170,000
OM	BARKLEY DAM AND LAKE BARKLEY, KY & TN	KY, TN	Operational Req. - Re-establish boundary line eroded by floodwaters - Impacted During both Flood May 2010 and May 2011	160,000	160,000
OM	BARKLEY DAM AND LAKE BARKLEY, KY & TN	KY, TN	Public & Life Safety - Repair Drainage Tile in Left Bank Tailwater Area - Impacted During both Flood May 2010 and May 2011	1,200,000	1,200,000
OM	BARKLEY DAM AND LAKE BARKLEY, KY & TN	KY, TN	Public Safety - Replace signs lost or damaged in flood - Impacted During both Flood May 2010 and May 2011	195,000	195,000
OM	BARKLEY DAM AND LAKE BARKLEY, KY & TN	KY, TN	Dam Safety - Bank stabilization - Soil stabilization in eroded areas - Impacted During both Flood May 2010 and May 2011	130,000	130,000
OM	BARKLEY DAM AND LAKE BARKLEY, KY & TN	KY, TN	Public Safety - Repair roadways - paving, curbing, shoulder work, re-stripeing - Impacted During both Flood May 2010 and May 2011	187,000	187,000
OM	BARKLEY DAM AND LAKE BARKLEY, KY & TN	KY, TN	Public Safety - Repair 97 flooded campsites - timbers, grills, surfacing, equipment - Impacted During both Flood May 2010 and May 2011	265,000	265,000

OM	BARKLEY DAM AND LAKE BARKLEY, KY & TN	KY, TN	Operational Req. - Replace powerhouse roadway security lighting feeders and conductors - Impacted During both Flood May 2010 and May 2011	110,000	110,000
OM	BARKLEY DAM AND LAKE BARKLEY, KY & TN	KY, TN	Public Safety - Remove debris and clean recreation buildings that were inundated with flood waters - Impacted During both Flood May 2010 and May 2011	75,000	75,000
OM	BARKLEY DAM AND LAKE BARKLEY, KY & TN	KY, TN	Operational Req. - Remove debris from upstream intake structures to powerhouse - May 2010 and May 2011	170,000	170,000
OM	BARKLEY DAM AND LAKE BARKLEY, KY & TN	KY, TN	Operational Req. - Repair water leaks to cable galley in switch yard - Impacted During both Flood May 2010 and May 2011	250,000	250,000
OM	BARKLEY DAM AND LAKE BARKLEY, KY & TN	KY, TN	Operational Req. - Repair of tailgates and slotfiller, and debris removal - Impacted During both Flood May 2010 and May 2011	150,000	150,000
OM	BARKLEY DAM AND LAKE BARKLEY, KY & TN	KY, TN	Navigation Safety - Repair approx. ten mooring cells, upstream and downstream - Impacted During both Flood May 2010 and May 2011	75,000	75,000
OM	BARKLEY DAM AND LAKE BARKLEY, KY & TN	KY, TN	Dam Safety - Toe drain rock replacement - Impacted During both Flood May 2010 and May 2011	1,000,000	1,000,000
OM	BARKLEY DAM AND LAKE BARKLEY, KY & TN	KY, TN	Operational -Repair warehouse road - Impacted during both Flood May 2010 and May 2011	325,000	325,000
OM	BARKLEY DAM AND LAKE BARKLEY, KY & TN	KY, TN	Dam Safety - Repair monolith joint between units 1,2 & 3 and erection bay area - Impacted During both Flood May 2010 and May 2011	560,000	560,000
OM	BARKLEY DAM AND LAKE BARKLEY, KY & TN	KY, TN	Dam Safety - Spillway Repairs - Impacted During both Flood May 2010 and May 2011	1,200,000	1,200,000

OM	BARKLEY DAM AND LAKE BARKLEY, KY & TN	KY, TN	Dam Safety - Riprap below powerhouse replacement and debris removal - Impacted During both Flood May 2010 and May 2011	750,000	750,000
OM	BARKLEY DAM AND LAKE BARKLEY, KY & TN	KY, TN	Dam Safety - Upstream embankment, riprap and debris repair - Impacted During both Flood May 2010 and May 2011	775,000	775,000
OM	BARKLEY DAM AND LAKE BARKLEY, KY & TN	KY, TN	Dam & Public Safety - Replace downstream right bank switchyard drainage tile and access sidewalks - Impacted During both Flood May 2010 and May 2011	880,000	880,000
OM	BARKLEY DAM AND LAKE BARKLEY, KY & TN	KY, TN	Dam & Life Safety - Inspect & replace sump pumps in gallery - Impacted During both Flood May 2010 and May 2011	125,000	125,000
OM	TENNESSEE RIVER, TN	KY, TN	Operational Reg. - Repair lock's damaged electrical, lighting and equipment systems	110,000	110,000
OM	J Bennett Johnston Waterway, LA	LA	JBJWW-Due to backwater from high river stages on the Atchafalaya and Lower Red dredging will be required below Low 1 due to sedimentation.	3,600,000	3,600,000
OM	Lake Providence Harbor	LA	Lake Providence Harbor-Due to our high river stages we anticipate we will have significant deposition that will require additional dredging to return them to project dimensions.	1,200,000	1,200,000
OM	Ouachita and Black Rivers, AR & LA	LA	O/B-Due to backwater from high river stages on the Atchafalaya and Lower Red dredging will be required belowJonesville due to sedimentation.	3,200,000	3,200,000
OM	DeGray Dam - DeGray Lake	LA	DeGray-Removal and cleanup of heavy flood debris and sediment along the shoreline, boat ramps, and in public use areas.	50,000	50,000
OM	Madison Parish Port	LA	Madison Parish Port-Due to our high river stages we anticipate we will have significant deposition that will require additional dredging to return them to project dimensions.	150,000	150,000

OM	Mississippi River Outlets to Venice	LA	Repair damage by dredging Dredge Mississippi River Outlets Tiger Pass mile 14 - 7.3 Dredging required due to increased sediment caused by the 2011 Flood.	7,050,000	7,050,000
OM	Mississippi River Outlets to Venice	LA	Repair damage by dredging Mississippi River Outlets Baptiste Collette mile 9.5 to 6.2 Dredging required due to increased sediment caused by the 2011 Flood.	8,540,000	8,540,000
OM	Mississippi River Baton Rouge to Gulf	LA	Increment 1 - $,10,000,000 Repair damage by dredging Miss River Crossings from Belmont (Mile 154 Above Head of Passes) through Philadelphia Point (Mile 183 Above Head of Passes) Dredging required due to inceased sediment caused by the 2011 Flood.	10,000,000	4,000,000
OM	Mississippi River Baton Rouge to Gulf	LA	Increment 2 -$10,000,000 Repair damage by dredging Miss River Crossings from Alhambra (Mile 190 Above Head of Passes) through Medora (Mile 212 Above Head of Passes) Dredging required due to inceased sediment caused by the 2011 Flood.	10,000,000	10,000,000
OM	Mississippi River Baton Rouge to Gulf	LA	Increment 3 -$10,000,000 Repair damage by dredging from Sardine Point (Mile 219 Above Head of Passes) through Baton Rouge (Mile 233 Above Head of Passes) Dredging required due to inceased sediment caused by the 2011 Flood.	10,000,000	10,000,000
OM	Mississippi River Baton Rouge to Gulf	LA	1 Repair damage by dredging Miss River Head of Passes - Three Increment of $10,000,000 each - Each increment will provide additional disposal areas Dredging required due to inceased sediment caused by the 2011 Flood.	10,000,000	10,000,000
OM	Mississippi River Baton Rouge to Gulf	LA	1 Repair damage by dredging South Pass - Three increments of $10,000,000 will all the channel to be used for shallow draft vessels. Increment 3 will vring the channel to maintained depth. Dredging required due to inceased sediment caused by the 2011 Flood.	10,000,000	10,000,000
OM	Mississippi River Baton Rouge to Gulf	LA	2 Repair damage by dredging Miss River Head of Passes - Three Increment of $10,000,000 each - Each increment will provide additional disposal areas. Dredging required due to inceased sediment caused by the 2011 Flood.	10,000,000	10,000,000
OM	Mississippi River Baton Rouge to Gulf	LA	3 Repair damage by dredging Miss River Head of Passes - Three Increment of $10,000,000 each - Each increment will provide additional disposal areas. Dredging required due to inceased sediment caused by the 2011 Flood.	10,000,000	10,000,000
OM	Mississippi River Baton Rouge to Gulf	LA	2 Repair damage by dredging South Pass - Three increments of $10,000,000 will all the channel to be used for shallow draft vessels. Increment 3 will vring the channel to maintained depth. Dredging required due to inceased sediment caused by the 2011 Flood.	10,000,000	10,000,000

OM	Mississippi River Baton Rouge to Gulf	LA	3 Repair damage by dredgingSouth Pass - Three increments of $10,000,000 will all the channel to be used for shallow draft vessels. Increment 3 will vring the channel to maintained depth. Dredging required due to inceased sediment caused by the 2011 Flood.	10,000,000	10,000,000
OM	Atchafalaya River & Bayou Chene, Bouef & Black	LA	Repair damage by dredging Atchafalaya River Horseshoe, Bay & Bar Dredging required sue to increased sediment caused by the 2011 Flood	15,000,000	15,000,000
OM	Atchafalaya River & Bayou Chene, Bouef & Black	LA	Repair damage by dredging Bayou Chene Dredging required sue to increased sediment caused by the 2011 Flood	8,500,000	8,500,000
OM	Cuttyhunk Harbor, MA	MA	Shoaling of harbor during Tropical Storm Irene has resulted in access issues for the subsistence harbor. The shoaling is resulting in unsafe navigation. Funds will be used to dredge the harbor to allow for safe navigation.	400,000	400,000
OM	Newburyport Harbor, MA	MA	Funds required to repair jetty damaged during Tropical Storm Irene. The structure is a critial component to the navigation channel and provides protection to the adjacent beach. The damage is having an impact on safe navigation of the channel.	3,500,000	3,500,000
OM	Barre Falls Dam, MA	MA	Tropical Storm Irene resulted in flood debris being deposited on project lands and structures. The removal of these debris is necessary to prevent materials from impeding project operations and damage to project strucutures, and impeding access to project lands.	10,000	10,000
OM	Birch Hill Dam, MA	MA	Tropical Storm Irene resulted in flood debris being deposited on project lands and structures. The removal of these debris is necessary to prevent materials from impeding project operations and damage to project strucutures, and impeding access to project lands.	10,000	10,000
OM	Buffumville Lake, MA	MA	Tropical Storm Irene resulted in flood debris being deposited on project lands and structures. The removal of these debris is necessary to prevent materials from impeding project operations and damage to project strucutures, and impeding access to project lands.	10,000	10,000
OM	Cape Cod Canal, MA	MA	High winds experienced during Tropical Storm Irene caused a radar unit required for proper navigation on the canal. Funds are required to repair damaged radar unit. Tropical Storm Irene also caused areas of the Mashpee Dike to erode. Funds will be used to repair the eroded sections of the dike.	75,000	75,000
OM	East Brimfield Lake, MA	MA	Funds required to clear debris from approximately 300 acres of property which was in the direct path of series of tornados which traversed the area. The property is currently inaccessable and without clearing the debris, access to the project for flood protection.	750,000	750,000

OM	East Brimfield Lake, MA	MA	Tropical Storm Irene resulted in flood debris being deposited on project lands and structures. The removal of these debris is necessary to prevent materials from impeding project operations and damage to project strucutures, and impeding access to project lands.	45,000	45,000
OM	Hodges Village Dam, MA	MA	Tropical Storm Irene resulted in flood debris being deposited on project lands and structures. The removal of these debris is necessary to prevent materials from impeding project operations and damage to project strucutures, and impeding access to project lands.	10,000	10,000
OM	Knightville Dam, MA	MA	Tropical Storm Irene resulted in flood debris being deposited on project lands and structures. The removal of these debris is necessary to prevent materials from impeding project operations and damage to project strucutures, and impeding access to project lands. Funds also required for plumbing and electrical repairs at Indian Hollow Campground Comfort Station.	20,000	20,000
OM	Littleville Dam, MA	MA	Tropical Storm Irene resulted in flood debris being deposited on project lands and structures. The removal of these debris is necessary to prevent materials from impeding project operations and damage to project strucutures, and impeding access to project lands.	10,000	10,000
OM	Tully Lake, MA	MA	Tropical Storm Irene resulted in flood debris being deposited on project lands and structures. The removal of these debris is necessary to prevent materials from impeding project operations and damage to project strucutures, and impeding access to project lands.	10,000	10,000
OM	West Hill Dam, MA	MA	Tropical Storm Irene resulted in flood debris being deposited on project lands and structures. The removal of these debris is necessary to prevent materials from impeding project operations and damage to project strucutures, and impeding access to project lands.	10,000	10,000
OM	Westville Lake, MA	MA	Funds required to clear debris from approximately 100 acres of property which was in the direct path of series of tornados which traversed the area. The property is currently unaccessable and without clearing the debris, access to the project for flood p	250,000	250,000
OM	Westville Lake, MA	MA	Tropical Storm Irene resulted in flood debris being deposited on project lands and structures. The removal of these debris is necessary to prevent materials from impeding project operations and damage to project strucutures, and impeding access to project lands.	20,000	20,000
OM	Fishing Creek	MD	Shoaling from recent storms has caused numerous groundings. Naval research vessel is delayed while waiting for high water. An estimated 60,000 cys of dredged material must be removed to restore authorized depths. Funds for dredging and supervision & administration of contract (mob and demob included).	1,600,000	1,600,000

OM	Wicomico River	MD	Additional shoaling from recent storms has deposited an additional 100,000 cys of sediment in the project channels. This is delaying petroleum shipments to Salisbury, Md. Funds dredging and supervision & administration of contract. Funds do not include mob and demob since contractor currently on site.	800,000	800,000
OM	Baltimore Harbor Channels	MD	Additional shoaling from recent storms has deposited an additional 1,000,000 cys of sediment in the project channels. Pilots are reducing ship drafts at ecomnomic loss to compensate. Existing contracts will be quickly modded thus Funds do not include mob and demob since contractor currently on site.	5,000,000	5,000,000
OM	Lac qui Parle Lake	MN	Repair grouted sections of emergency spillway eroded by high water. Remove silt from tailwater areas of structures, repair erosion on approach channel to Chippewa Diversion structure.	290,000	280,000
OM	Mississippi River (MVP Portion)	MN, WI	Unload material from 3 sites in Pool 2. Projected dredging in Lower Pool 2 during 2011 will fill all available placement sites. Unloading material from these sites is critical to restore capacity for dredging eYpected in 2012. If no sites are available	500,000	500,000
OM	Mississippi River (MVP Portion)	MN, WI, IA	Additional dredging required due to flooding to maintain 9' navigation channel.	500,000	500,000
OM	New Madrid Co. Harbor, MO	MO	Dredging required to remove significant sediment and debris deposited within the navigation channel due to the 2011 MS Rvr flooding and overbank flow to restore the authorized channel dimensions and assure harbor access for shipping of goods.	550,000	550,000
OM	Caruthersville Harbor, MO	MO	Dredging required to remove significant sediment and debris deposited within the navigation channel due to the 2011 MS Rvr flooding and overbank flow to restore the authorized channel dimensions and assure harbor access for shipping of goods.	850,000	850,000
OM	New Madrid Harbor, MO (Mi 889)	MO	Dredging required to remove significant sediment and debris deposited within the navigation channel due to the 2011 MS Rvr flooding and overbank flow to restore the authorized channel dimensions and assure harbor access for shipping of goods.	400,000	400,000
OM	SEMO Port	MO	Dredging required to return to recently dredged project depths within SEMO Port. Dredging last completed Dec 10 using Sponsor's & State funding. Sedimentation rates in harbor increase greatly due to high river stages which were at near record levels, onl	450,000	450,000
OM	Missouri River, Sioux City to Mouth, IA, KS, MO & NE	MO	Missouri River BSNP Structural Repair of Dikes, Revements, Channel and Bank Stability River Segment RM352-RM449. Potentail Consequences, loss of life, property, infrastructure and industry within KC to St. Joe corridor form flooding of Kansas City Metro, 5 public water supplies, KC downtown airport, 3 River terminals, Union Pacific and	7,400,000	7,400,000

			Burlington Northern rail hubs, KC Port Authority, 5 commercial entertainment zones and thousands of acres of industrial and residnetial areas, Fort Leavenworths airfield, KS Depart of Correction water supply, Iatan power plant cooling system, St. Joseph, MO, Elwood and Wathena, KS, Leavenworth, KS water supply, Rosecrans Air National Guard Airfield. Entire area encompasses $13 billion in local infrastructure including transportation, supply and manufacture centers.		
OM	Missouri River, Sioux City to Mouth, IA, KS, MO & NE	MO	Missouri River BSNP Structural Repair of Dikes, Revements, Channel and Bank Stability River RM449-RM498.6 + RM226-RM352. Potentail Consequences, loss of life, property, infrastructure and industry within rural eastern Kansas and western Missouri including river channel and 100,000 acres of agriculture, 8 Missouri River Crossings, 2 active river terminals that supply construction raw materials to central missouri, 3 sand mining companies, numerous wineries, state and local highways, Union Pacific east west rail lines. Value of the agricultural land alone valued at approximately half a billion dollars, and untold loss of production for years to come.	9,400,000	9,400,000
OM	Missouri River, Sioux City to Mouth, IA, KS, MO & NE	MO	Seeding to prevent further erosion.	150,000	150,000
OM	Missouri River, Sioux City to Mouth, IA, KS, MO & NE	MO	Hydrographic survey of Missouri River	700,000	700,000
OM	MO River Mile 133.1 Dredging	MO	Channel failure at Missouri River Mile 133.1. Failure has delay or halted transportation of construction and agricultural materials to western Missouri, Eastern Kansas, and Western Iowa. This has delayed highway projects, plant construction, and building construction throughout region. Impacted delivery of agriculture products have delayed harvesting and planting operations. Delays have impacted operating costs to navigation industry equal to $50,000 - $100,000 each day during the stoppage or delay.	1,500,000	1,500,000
OM	Missouri River, Sioux City to Mouth, IA, KS, MO & NE	MO	Provide Operation Order Support Associated with damage accessments for the 2011 MR River Post Flood Recovery Efforts	300,000	150,000
OM	Harry S. Truman, MO	MO	Amount needed to clean up and complete repairs following high water and heavy rain in summer 2011. Work in recreation areas will include but not be limited to repair and/or replace damaged campground roads, picnic tables, playgrounds, camp pads, benches, boat docks, and signs	70,000	70,000

OM	Long Branch, MO	MO	Amount needed to clean up and complete repairs following high water and heavy rain in summer 2011. Work in recreation areas will include but not be limited to repair and/or replace damaged campground roads, picnic tables, playgrounds, camp pads, benches, boat docks, and signs	70,000	70,000
OM	POMME DE TERRE, MO	MO	Replace signs (5K); Replace missing buoys (5K)	10,000	10,000
OM	POMME DE TERRE, MO	MO	Replace two courtesy docks (20K)	20,000	20,000
OM	POMME DE TERRE, MO	MO	Replenish beach sand (10K): Rock for parking lot and camp pad repair (10K): Erosion repair in parks (5K)	25,000	25,000
OM	Smithville Lake, MO	MO	Amount needed to clean up and complete repairs following high water and heavy rain in summer 2011. Work will include but not be limited to removal of deposited debris on the face of the dam, repair grass kill and erosion along the shoreline, repair damaged access roads, repair the breakwater that protects boat ramps, repair upstream dam rock protection. Work may also include dam safety repairs to damages to outlet channels and transition areas.	130,000	130,000
OM	Clearwater Lake	MO	Funds required to award contracts for debris removal, repair failed culverts, recreation facilities to include asphalt and concrete surfaces, swim beaches, picnic sites, campsites and electrical systems to ensure public safety.	200,000	198,000
OM	Table Rock	MO	Funds required to investigate slope failure on the downstream portion of the dam from the left abutment of the dam to the auxiliary spillway gates. Failure to investigate necessary repairs could result in the failure of the dam and/or closure of the State	500,000	495,000
OM	Table Rock	MO	Funds required to award contract to remove debris to prevent damage to outlet structures, and repair damages to recreation facilities to include swim beaches, picnic sites, camp site, electrical pedestals, and public roads to ensure public safety.	3,200,000	3,190,000
OM	Mouth of Yazoo River, MS	MS	Mouth of Yazoo River, MS-Due to our high river stages we anticipate we will have significant deposition in our MS River Harbors that will require additional dredging to return them to project dimensions.	175,000	175,000

OM	Rosedale Harbor	MS	Rosedale Harbor-Due to our high river stages we anticipate we will have significant deposition that will require additional dredging to return them to project dimensions.	200,000	200,000
OM	FT PECK DAM AND LAKE, MT	MT	Install additional under seepage Control Facilities in Dam Embankment to address Dam safety issues as a result of 2 times record high releases over several month period. Failure to address dam safety issues could develop into loss of the dam.	150,000	150,000
OM	FT PECK DAM AND LAKE, MT	MT	Rehab 8 emergency gate control systems and motors, and cables. Record releases and lake levels damaged motor systems. If gate motors and controls are not repaired they will inevitably fail to perform when needed. Spillway is only release method above generator releases as outlet works are not operable.	1,260,000	1,160,000
OM	FT PECK DAM AND LAKE, MT	MT	Replacement of Emergency dam safety rock supplies used during flood event	1,580,000	1,580,000
OM	FT PECK DAM AND LAKE, MT	MT	Repair of Spalled Areas on Spillway Slab damaged during flood event	1,160,000	1,110,000
OM	FT PECK DAM AND LAKE, MT	MT	Real Estate Claims on Reservoirs: Record lake levels over several month period resulting in real estate takings and claims that require payment to compensate for taking or damaging other's property.	900,000	500,000
OM	FT PECK DAM AND LAKE, MT	MT	Repair Spillway Plunge Pool damaged during flood event	46,400,000	25,400,000
OM	FT PECK DAM AND LAKE, MT	MT	Real Estate Claims on Reservoirs: Record lake levels over several month period resulting in real estate takings and claims that require payment to compensate for taking or damaging other's property.	150,000	150,000
OM	FT PECK DAM AND LAKE, MT	MT	Repair Project roads used for access to flood control structures damaged with rock hauling operations. Required to maintain operability of flood control structures.	2,850,000	2,700,000
OM	FT PECK DAM AND LAKE, MT	MT	Rehab and repair stream gages damaged by flood event	120,000	120,000

OM	FT PECK DAM AND LAKE, MT	MT	Repair Spillway access roads and drains damaged during flood event	2,575,000	2,500,000
OM	FT PECK DAM AND LAKE, MT	MT	Repair structural welds on the horizontal girders of the Spillway Gates damaged during flood event	1,600,000	1,500,000
OM	FT PECK DAM AND LAKE, MT	MT	Repair flood damage on 18 Spillway Roller Gates	3,480,000	3,230,000
OM	Section 33 - Missouri River, Multiple States	MT,ND,SD,NE,IA	Assessment and Repairs of Section 33 Stuctures Damaged due to 2011 Flood. Repairs to existing structures and/or sloughing easements may be used.	6,000,000	2,850,000
OM	Atlantic Intracoastal Waterway	NC	Restoration of inlet crossing locations to pre-storm conditions. includes mobilization at five inlet locations. Shallotte, Lockwoods Folly, Carolina Beach, Bogue Inlet, New River, and New Topsail,	3,000,000	3,000,000
OM	Cape Fear River, NC above Wilmington	NC	Restore river and pools to pre-storm conditions by clearing and snagging debris using Government plant, NC Wildlife Resources Commission has verified that debris was caused by Hurricane Irene	300,000	300,000
OM	Lockwoods Folly	NC	Restoration of Inlet to pre-storm conditions.	500,000	500,000
OM	Manteo Shallowbag Bay	NC	Pipeline dredging & mobilization for Interior Channel area to pre-storm conditions.Contract would be combined with Rollision Channel contract for mobilization savings.	3,000,000	2,000,000
OM	Manteo Shallowbag Bay	NC	Hopper dredging & mobilization of the outer ocean bar to pre-storm conditions.	2,500,000	2,500,000
OM	Morehead City Harbor	NC	Modifiy existing contract for dredging of Cut off range ($2M) and Inner Harbor ($.3M)	2,300,000	2,300,000

OM	Project Conditions Surveys	NC	Conduct project condition surveys to determine storm impacts.	170,000	70,000
OM	Rollinson Channel	NC	Restore area from channel to the sound to pre-storm conditions using potential pipeline dredge , includes mobilization (does not include the dollars allocated for emergency ferry channel access). Contract would be combined with Manteo Interior Channels	2,000,000	2,000,000
OM	SilverLake Harbor, NC	NC	Side cast dredging for 13 days w/Gov't Plant & related surveys & mapping to 12" pre-storm conditions.	200,000	200,000
OM	Wilmington Harbor	NC	Impacts from Hurricane Irene casued extensive shoaling and narrowing of the channel. River pilots have major concerns for navigation safety due to the current conditions. Less than half the chamnnel width is currently available. Dredging will restore the outer ocean bar portion to pre-storm depths and allow safe river traffic. Pilots are currently utilizing the tides to ensure safe passage through this portion of the river.	1,000,000	1,000,000
OM	Wilmington Harbor	NC	Impacts from Hurricane Irene casued extensive shoaling and narrowing of the channel. River pilots have major concerns for navigation safety due to the current conditions. Less than half the channnel width is currently available. Dredging of Inner Ocean Bar will restore channel to the prestorm width and ensure safe navigation.	5,000,000	5,000,000
OM	Channel Connecting Pamlico Sound to Rodanthe	NC	Restore to pre-storm conditions by dredging using Government plant, utilizing upper disposal area/ Snell (does not include work financed with 70E reprogramming)	150,000	150,000
OM	Carolina Beach Inlet	NC	Restoration of Inlet to pre-storm conditions.	500,000	500,000
OM	Masonboro Inlet & Channels	NC	The South Masonboro Jetty is damaged due to its age and multiple tropical storms in the fall of FY 2006, FY 2007 and FY 2008. Repair to the settling rock structure is required. Catastophic failure would block access to a critical harbor of refuge.	6,500,000	6,500,000
OM	New Topsail Inlet	NC	Restoration of Inlet to pre-storm conditions.	500,000	500,000

OM	Bogue Inlet	NC	Restoration of Inlet to pre-storm conditions.	500,000	500,000
OM	New River Inlet	NC	Restoration of Inlet to pre-storm conditions. Inlet provides access to a critical harbor of refuge and a military training area.	500,000	500,000
OM	Waterway connecting Pamlico Sound to Beaufort Harbor	NC	10 days of work using the Gov't Dredge to replacing sandbags to pre-storm conditions.	150,000	150,000
OM	Souris River	ND	Repair Lake Darling embankment/abutment erosion areas. Complete repairs to emergency generator set, elec panels, gated structures inundated during 2011 flooding returning these to operable condition.	400,000	400,000
OM	GARRISON DAM, LAKE SAKAKAWEA, ND	ND	FC Tunnel Interim Repairs - Includes Gate Repair & Tunnel Lining Repairs. Gate seals are damaged and trunion bearing lube system is not fully functional.	1,075,000	1,000,000
OM	GARRISON DAM, LAKE SAKAKAWEA, ND	ND	Rehab West Terrace Abutment drains to address Dam safety issues as a result of 2 times record high releases over several month period. Failure to address dam safety issues could develop into loss of the dam.	2,000,000	1,000,000
OM	GARRISON DAM, LAKE SAKAKAWEA, ND	ND	Williston Levee Interim Repairs -Increment II: Installation of Additional Relief Wells	10,000,000	9,700,000
OM	GARRISON DAM, LAKE SAKAKAWEA, ND	ND	Williston Levee Interim Repairs - Increment I: Provide landside road for site access during flood events.	4,000,000	3,800,000
OM	GARRISON DAM, LAKE SAKAKAWEA, ND	ND	Install Under seepage Control Facilities in Dam Embankment (if required) to address Dam safety issues as a result of 2 times record high releases over several month period. Rehab critical dam safety instrumentation. Readings from several instruments were suspect during this year's event. Accurate instrumentation is critical to analysis of the integrity of the structures. Failure to address dam safety issues could develop into loss of the dam.	300,000	300,000
OM	GARRISON DAM, LAKE SAKAKAWEA, ND	ND	Increment II - Boils are carrying fines on the Williston levees are occurring requiring additional relief wells, filters to be put in place to ensure integrity of levee. Includes additional under seepage Control Facilities rehab, riprap, and restore levee height.	10,500,000	10,000,000

			Reconstruction will be required to restore integrity of the levee or this could develop into loss of the levee if not restored.		
OM	GARRISON DAM, LAKE SAKAKAWEA, ND	ND	Weed Control and Treatment - Due to newly exposed shoreline and sandbar areas resulting from flood event, legally required to control weeds at the project.	500,000	400,000
OM	GARRISON DAM, LAKE SAKAKAWEA, ND	ND	Surveys of Garrison Dam Spillway Channel – Spillway releases at Garrison Dam scoured out the pilot channel in the spillway exit channel. Cross-section data needed for validating that design assumptions for width and depth of scour in downstream channel were met. If width and depth of scour were too great, this would have an adverse impact on the ability of Garrison spillway to safely pass flows during future flow events	100,000	100,000
OM	GARRISON DAM, LAKE SAKAKAWEA, ND	ND	Cultural Resource Post Flood Assessments and Monitoring. Includes assessment surveys of flood impacted sites.	300,000	180,000
OM	GARRISON DAM, LAKE SAKAKAWEA, ND	ND	Cultural Resource Post Flood Impacted Site Repairs or Protection of newly discovered sites as a result of flood event. Total extent unknown until assessments are completed, includes E&D	2,210,000	1,105,000
OM	GARRISON DAM, LAKE SAKAKAWEA, ND	ND	Real Estate Claims on Reservoirs: Record lake levels over several month period resulting in real estate takings and claims that require payment to compensate for taking or damaging other's property.	2,000,000	300,000
OM	GARRISON DAM, LAKE SAKAKAWEA, ND	ND	Replace Wire rope on spillway gates found to be inadequate as a result of the 2011 flood event.	580,000	540,000
OM	GARRISON DAM, LAKE SAKAKAWEA, ND	ND	Restore Spillway Slab, Spillway sustained damaged to slab as a result of this year's flows. Also need to replace joint seals.	640,000	600,000
OM	GARRISON DAM, LAKE SAKAKAWEA, ND	ND	Restoration of Spillway approach channel and wall to preflood conditions including erosion protection repair to restore full Spillway capacity.	15,300,000	15,000,000
OM	GARRISON DAM, LAKE SAKAKAWEA, ND	ND	Repair damaged recreation areas. Garrison Spillway pond recreation areas largely destroyed as part of this event and other recreation areas saw signifcant erosion adjacent to boat ramps and campgrounds which need to be repaired to ensure public safety.	1,500,000	75,000

OM	GARRISON DAM, LAKE SAKAKAWEA, ND	ND	Replace West Tailrace Access Road. This road was obliterated due to hauling of rip-rap to stabilize the tailrace. This is the only access to the west side of the regulating tunnels/tailrace without going through the secured access at the power plant.	1,650,000	1,500,000
OM	GARRISON DAM, LAKE SAKAKAWEA, ND	ND	Rehab and repair stream gages damaged by flood event	35,000	35,000
OM	GARRISON DAM, LAKE SAKAKAWEA, ND	ND	Lake Audubon LIDAR mapping and evaluation of need for additional real estate or diking due to flood event operations.	200,000	200,000
OM	GARRISON DAM, LAKE SAKAKAWEA, ND	ND	Repair flood damage on 28 Spillway Tainter Gates	4,500,000	4,200,000
OM	GARRISON DAM, LAKE SAKAKAWEA, ND	ND	Hydro Graphic Surveys - Missouri River – Necessary for updating existing hydraulic models for any post-flood assessments of flood event and future flooding. Also needed to validate tailwater rating curves at each of the mainstem dams, to ensure continued satisfactory performance of each dam.	360,000	335,000
OM	PIPESTEM DAM, NORTH DAKOTA	ND	Rehab and repair stream gages damaged by flood event	25,000	25,000
OM	PIPESTEM DAM, NORTH DAKOTA	ND	Left Upstream Blanket Repairs: Riprap on upstream face of dam has been damaged due to high pool levels. Concern is with stability of erosion protection of the underlying upstream seepage blanket.	250,000	250,000
OM	PIPESTEM DAM, NORTH DAKOTA	ND	Right Abutment Drains: Drains are required to effectively control seepage pressures in the downstream right abutment area. A drainage system would effectively reduce the seepage and provide access to the area for surveillance and intervention if needed.	575,000	500,000
OM	SCHEDULED RES OPERATIONS, NORTH DAKOTA	ND	Rehab and repair stream gages damaged by flood event	50,000	50,000
OM	Harlan Couty, NE	NE	Amount needed to clean up and complete repairs following high water and heavy rain in summer 2011. Work in recreation areas will include but not be limited to repair and/or replace damaged campground roads, picnic tables, playgrounds, camp pads, benches, boat docks, and signs	70,000	70,000

OM	Missouri River, Sioux City to Mouth, IA, KS, MO & NE	NE/IA	Missouri River Bank Stabilization Project - Increment I. Interim Repairs to damaged structures, including dikes, revetments, and other features. Performance concerns regarding bank sloughing, head cutting, channel loss and/or channel re-direction and associated negative impacts to levees.	5,000,000	5,000,000
OM	Missouri River, Sioux City to Mouth, IA, KS, MO & NE	NE/IA	Missouri River Bank Stabilization Project - Assessments of Structures, Sioux City IA to Rulo, NE. Includes over 2500 dikes, revetments, and other features. Assessments required to determine the extent of repairs. Full extent of damage cannot be ascertained until assessments are complete.	300,000	300,000
OM	Missouri River, Sioux City to Mouth, IA, KS, MO & NE	NE/IA	Increment II - Historic flows from upstream dams damaged navigation structures that need to be restored to allow restoration of Navigation authorized mission. Multiple breaches in Federal levee and possible new channelization of the river will require significant repair efforts to reestablish authorized channel Includes debris removal and control.	15,100,000	10,100,000
OM	Missouri River, Sioux City to Mouth, IA, KS, MO & NE	NE/IA	Dredging required to allow restoration of Navigation authorized mission.	50,000	50,000
OM	Missouri River, Sioux City to Mouth, IA, KS, MO & NE	NE/IA	PROJECT SIGNS. Replace project identification signs and boundary signs destroyed during flood event. Includes hardware to install signs.	50,000	50,000
OM	Missouri River, Sioux City to Mouth, IA, KS, MO & NE	NE/IA	MITIGATION PUMP STRUCTURE ASSESSMENT. Winnebago, Louisville, and Decatur Bends. There has been extensive damage due to historic flooding, Structures are damaged and need inspection for electrical, structural, function capaliites, cleanout estimates and cost assessment for repair. Have a pump company pull pumps and inspect for sediment.	100,000	100,000
OM	Missouri River, Sioux City to Mouth, IA, KS, MO & NE	NE/IA	GRADE CONTROL STRUCTURE / STOP LOG. Inspect and report on extent of damage. There has been extensive damage due to historic flooding, Structures are damaged and need inspected for function and repair estimate	100,000	100,000
OM	Missouri River, Sioux City to Mouth, IA, KS, MO & NE	NE/IA	Repair District Warehouse damaged during flood event.	150,000	150,000
OM	Missouri River, Sioux City to Mouth, IA, KS, MO & NE	NE/IA	EXCESSIVE SCOUR NEAR LEVEE TOE. Due to the flood of 2011 excessive scour occurred on the bank of the Upper Hamburg Bend Chute on the Missouri River near River Mile 554. The scour is threatening the toe of a levee protecting agricultural lands and a power generating facility. Funding is needed to armor the scour area and then fill and compact soil into the void.	5,100,000	5,100,000

OM	Missouri River, Sioux City to Mouth, IA, KS, MO & NE	NE/IA	EXCESSIVE SCOUR NEAR LEVEE TOE. Due to the flood of 2011 excessive scour occurred on the bank of the Council Bend Chute on the Missouri River near River Mile 617.5. The scour is threatening the toe of a levee protecting a portion of the City of Council Bluffs. Funding is needed to armor the scour area and then fill and compact soil into the void.	5,100,000	5,100,000
OM	Missouri River, Sioux City to Mouth, IA, KS, MO & NE	NE/IA	ACCESS ROADS, GATES and PARKING LOTS. Repair access roads and entrance gates on Mitigation Project lands. Road and parking lots are degraded, eroded, and traffic control fencing is destroyed due to flooding. Roads will need to be reconstructred, rock material, and graded. Gates are bent, corroded, or missing need repaired or replaced.	400,000	400,000
OM	Missouri River, Sioux City to Mouth, IA, KS, MO & NE	NE/IA	Rehab and repair stream gages damaged by flood event	75,000	75,000
OM	Missouri River, Sioux City to Mouth, IA, KS, MO & NE	NE/IA	EXCESSIVE SCOUR NEAR LEVEE TOE. Due to the flood of 2011 excessive scour occurred on the bank of the Lower Hamburg Bend on the Missouri River near River Mile 617.5. The scour is threatening the toe of a levee protecting a portion of the City of Council Bluffs. Funding is needed to armor the scour area and then fill and compact soil into the void.	5,000,000	5,000,000
OM	Missouri River, Sioux City to Mouth, IA, KS, MO & NE	NE/IA	Provide Operation Order Support Associated with damage accessments for the 2011 MR River Post Flood Recovery Efforts	300,000	150,000
OM	Blackwater Dam, NH	NH	Tropical Storm Irene resulted in flood debris being deposited on project lands and structures. The removal of these debris is necessary to prevent materials from impeding project operations and damage to project strucutures, and impeding access to project lands.	10,000	10,000
OM	Edward MacDowell Lake, NH	NH	Tropical Storm Irene resulted in washout ares on project roadways. Funds are required to repair the damaged roads to allow access to project lands.	5,000	5,000
OM	Franklin Falls Dam, NH	NH	Tropical Storm Irene resulted in flood debris being deposited on project lands and structures. The removal of these debris is necessary to prevent materials from impeding project operations and damage to project strucutures, and impeding access to project lands.	15,000	15,000
OM	Otter Brook Lake, NH	NH	Repair of the Otter Brook Borrow Area consists of terracing along the slope of the hillside, along with construction of gabion walls and stone riprap. During Hurricane Irene, several of the terraces were breached and the three gabion walls under construction were damaged. Significant material was lost as riprap protection was not completed. The erosion also caused damage to the access	200,000	200,000

			road. If left unfinished, erosion will undermine the access road and breach high ground to the right side of the dam. In addition, the $800,000 awarded for the original contract will be for naught.		
OM	Surry Mountain Lake, NH	NH	Tropical Storm Irene resulted in flood debris being deposited on project lands and structures. The removal of these debris is necessary to prevent materials from impeding project operations and damage to project strucutures, and impeding access to project lands.	10,000	10,000
OM	Delaware River, Philadelphia PA to Trenton NJ	NJ	The navigation project in question has experienced heavy shoaling within the 40-foot channel from the passage of Tropical Storm Irene. As a result, significant safety issues for deep loaded vessels transiting the lower reaches of the Delaware River exist which require an urgent need to perform maintenance dredging. Approximately 8.5 million tons of cargo transits this waterway on an annual basis. The current conditions of the 40-foot channel have raised concerns of our local harbor safety committee, the Mariners' Advisory Committee. A review by the Maritime Community concerning issuance of draft restrictions due to the significant safety issues posed by the location of the post-storm shoal formations is ongoing. Any prolonged draft restriction period would result in catastrophic economic hardships on companies depending on vessels transiting the upper Delaware River.	5,000,000	5,000,000
OM	New Jersey Intracoastal Waterway, NJ	NJ	Recent Storms caused scour behind the end of the gabion wall along the northeast side of the Cape May Canal. Failure to repair will lead to continued undermining and failure of this portion of the structure. Work will consist of stabilizing the end of the wall with fill and rock.	50,000	50,000
OM	New Jersey Intracoastal Waterway, NJ	NJ	Recent storms caused excessive sedimentation in various critical areas along the waterway resulting in unsafe navigation. Dredging contract and debris removal needed to restore safe channel availability.	1,000,000	1,000,000
OM	Salem River, NJ	NJ	Maintenance dredging is required to remove heavy shoaling deposited by recent storms including Hurricane Irene. The shoaling has resulted in access issues for the subsistence harbor, the harbor is currently only accessible at times of high tide.	2,500,000	2,500,000
OM	Toms River, NJ	NJ	Recent storms caused excessive sedimentation in the upper limit of the Federal project resulting in unsafe navigation and loss of commercial vessel use. Maintenance dredging contract needed to restore safe channel availability for this part of the project.	500,000	500,000
OM	HUDSON RIVER, NY (MAINT)	NY	wreck and drift removal in the Hudson River. Carryover into FY12 cannot be used because these funds are required to award a fully funded contract for the Germantown Reaches of the Hudson River.	250,000	250,000

OM	HUDSON RIVER, NY (O & C)	NY	Dam currently submerged and Lock system inaccessible. Divers will be exploring extent of damage to dam and lock system.	200,000	200,000
OM	Caesar Creek Lake	OH	FRM package for emergency flood activities: Regular labor spent on additional monitoring; remove slide/stabilize/reseed.	14,000	14,000
OM	Caesar Creek Lake	OH	REC package for emergency flood repair: Replace damaged trail bridges/repair erosion and remove slide/stabilize/reseed.	20,000	20,000
OM	W. H. Harsha Lake	OH	REC package for emergency repairs to lift station, electrical, roof, ceiling and paint comfort stations; repair drainage, resurface, repaint spaces at parking lot; and replace bulletin boards, handrails, project signs.	170,000	170,000
OM	W. H. Harsha Lake	OH	FRM package for emergency flood repairs to drainage ditches and replace rip-rap.	90,000	90,000
OM	W. H. Harsha Lake	OH	FRM package for emergency flood activities: overtime labor spent on additional monitoring; and stilling basin dewatering and repairs.	12,000	12,000
OM	West Fork Lake	OH	FRM flood emergency repair package: repair drain for right ds abutment and rip rap replacement, stilling basin, tailwater repairs.	45,000	45,000
OM	West Fork Lake	OH	FRM flood emergency activities: Overtime costs to monitor pool; Regular labor spent on additional monitoring.	2,000	2,000
OM	MKARNS, OK	OK	Award construction contract to repair tainter gate #4 damages to structural members and plate steel at WD Mayo Lock & Dam caused by waterborne debris during high water - reduces risk of failure.	600,000	600,000
OM	MKARNS, OK	OK	Replace and repair damage to rip rap, steel pilings and overflow structure on the McClellan Kerr project to reduce future maintenance costs and lead to loss of pool maintenance	500,000	500,000

OM	MKARNS, OK	OK	Dredge shoaled areas (NM338, NM420 and NM444 - approx. 215,000 cubic yards) - to ensure safe and reliable navigation	500,000	500,000
OM	Canton	OK	Reconstruct campgrounds, restroom/shower buildings and other facilities destroyed by tornados to ensure public safety and reduce future maintenance costs.	2,805,000	2,805,000
OM	Tenkiller	OK	Repair tainter gates, associated brake and electrical systems - reduces future maintenance costs.	150,000	150,000
OM	Tenkiller	OK	Repair campgrounds, restroom/shower buildings and other facilities damaged by floods to ensure public safety and reduce future maintenance costs.	1,000,000	1,000,000
OM	Webbers Falls	OK	Award construction contract to dredge shoaled areas (NM394 and NM400 - approx. 150,000 cubic yards) - to ensure safe and reliable navigation	500,000	500,000
OM	Webbers Falls	OK	Replace powerhouse roof - protects powerhouse equipment and reduces future maintenance costs	600,000	600,000
OM	Chetco River, OR	OR	Remove approximately 10,000 cy of gravel from Federal channel as result of tsunami. Gravel was dredged in 2010 creating a sink for the upstream gravel bar to fill in due to the tsunami. Gravel is too big for Corps dredge to pick up. Need contract dredge to meet our mission of maintaining adequate channel depth.	800,000	800,000
OM	Beltzville Alake, PA	PA	As a result of recent storms, a significant amount of debris was left in the vicinity of the dam structure and project grounds. This debris requires removal for continued maintenance and safe operation of the project.	25,000	25,000
OM	Blue Marsh Lake, PA	PA	The project suffered significant bank erosion at the spillway outlet channel. The area will be fensed-off and repairs will be implemented.	225,000	225,000
OM	Blue Marsh Lake, PA	PA	During recent storms and significant outflow from the dam, rip-rap was displaced from the banks into and across the channel exiting the stilling basin, impeding outflow. This rock needs to be removed from the channel and replaced on the banks using a crane & operator with support from district staff. Debris in the vicinity of the dam and other project areas also needs to be removed.	25,000	25,000

OM	F.E. Walter Dam, PA	PA	As a result of recent storms, a significant amount of debris was left in the vicinity of the dam structure and project grounds. This debris requires removal for continued maintenance and safe operation of the project. Soil erosion on the project grounds will also be repaired	25,000	25,000
OM	Schuylkill River, PA	PA	Maintenance dredging is required to remove heavy shoaling deposited by recent storms including Hurricane Irene. The 33-foot project channel width is reduced to only 1/4 channel accessibility. Sediment testing and permit process requires $200k contract costs upfront with dredging contract award scheduled for Sep 12.	5,000,000	5,000,000
OM	Arecibo Harbor, Puerto Rico	PR	Remove the shoaling accumulated during Huriicane Irene within the Federal Entrance Channel and Turning Basin.	5,000,000	5,000,000
OM	Woonsocket LPP, RI	RI	Tropical Storm Irene resulted in flood debris being deposited on project lands and structures. The removal of these debris is necessary to prevent materials from impeding project operations and damage to project strucutures.	10,000	10,000
OM	Fox Point Hurricane Barrier, RI	RI	Duriing operations of the project during Tropical Storm Irene, the gear box was damaged. The gear box is critical to project operations, Funds are requied to make the necessary repairs to the gear box in order to allow proper operations for future events.	35,000	35,000
OM	BIG BEND DAM, LAKE SHARPE, SD	SD	Upstream dam embankment riprap repair identified during the Dam Safety Assessments resulting from flood event	1,400,000	1,400,000
OM	BIG BEND DAM, LAKE SHARPE, SD	SD	Install and Rehabilitate under seepage Control Facilities in Dam Embankment to address Dam safety issues as a result of 2 times record high releases. Includes known damage to downstream relief wells and channels currently inundated. Failure to address dam safety issues could develop into loss of the dam.	250,000	250,000
OM	BIG BEND DAM, LAKE SHARPE, SD	SD	Replacement of Emergency dam safety rock supplies used during flood event	500,000	500,000
OM	BIG BEND DAM, LAKE SHARPE, SD	SD	Cultural Resource Post Flood Assessments and Monitoring. Includes assessment surveys of flood impacted sites.	100,000	80,000

OM	BIG BEND DAM, LAKE SHARPE, SD	SD	Cultural Resource Post Flood Impacted Site Repairs or Protection of newly discovered sites as aresult of flood event. Total extent unknown until assessments are completed, includes E&D	3,130,000	1,500,000
OM	BIG BEND DAM, LAKE SHARPE, SD	SD	Real Estate Claims on Reservoirs: Record lake levels over several month period resulting in real estate takings and claims that require payment to compensate for taking or damaging other's property.	1,000,000	150,000
OM	BIG BEND DAM, LAKE SHARPE, SD	SD	Replace Wire rope on spillway gates found to be inadequate as a result of the 2011 flood event.	180,000	160,000
OM	BIG BEND DAM, LAKE SHARPE, SD	SD	Repair roads used for access to flood control structures damaged with rock hauling operations and flows that eroded them. Required to maintain operability of flood control structures.	530,000	500,000
OM	BIG BEND DAM, LAKE SHARPE, SD	SD	Repair recreation area boat ramp, roads, comfort stations and utilities that have beed negatively impacted by extended Fort Randall record pool elevations that inundated recreation area.	1,600,000	1,500,000
OM	BIG BEND DAM, LAKE SHARPE, SD	SD	Flood Damage Repairs -Spillway Concrete repairs identified by Dam Safety Assessments	295,000	265,000
OM	BIG BEND DAM, LAKE SHARPE, SD	SD	Flood Damage Repairs- Spillway Compression and Joint seal repair identified during the Dam Safety Assessments	560,000	540,000
OM	BIG BEND DAM, LAKE SHARPE, SD	SD	Flood Damage Repairs-Spillway Gate and associated equipment repair identified during the Dam Safety Assessments	605,000	545,000
OM	BIG BEND DAM, LAKE SHARPE, SD	SD	Repair flood damage on 8 Spillway Tainter Gates	1,200,000	1,150,000
OM	BIG BEND DAM, LAKE SHARPE, SD	SD	Hydro Graphic Surveys - Missouri River – Necessary for updating existing hydraulic models for any post-flood assessments of flood event and future flooding. Also needed to validate tailwater rating curves at each of the mainstem dams, to ensure continued satisfactory performance of each dam.	340,000	315,000

OM	FORT RANDALL DAM, LAKE FRANCIS CASE, SD	SD	Replacement of Emergency dam safety rock supplies used during flood event	1,700,000	1,700,000
OM	FORT RANDALL DAM, LAKE FRANCIS CASE, SD	SD	Repair of Spalled Areas on Spillway Slab and Ogee Weir damaged during flood event	550,000	550,000
OM	FORT RANDALL DAM, LAKE FRANCIS CASE, SD	SD	Cultural Resource Post Flood Assessments and Monitoring. Includes assessment surveys of flood impacted sites.	200,000	120,000
OM	FORT RANDALL DAM, LAKE FRANCIS CASE, SD	SD	Cultural Resource Post Flood Impacted Site Repairs or Protection of newly discovered sites as aresult of flood event. Total extent unknown until assessments are completed, includes E&D	2,230,000	1,000,000
OM	FORT RANDALL DAM, LAKE FRANCIS CASE, SD	SD	Repair Spalled and Gate Seals for Outlet works damaged during flood event	530,000	500,000
OM	FORT RANDALL DAM, LAKE FRANCIS CASE, SD	SD	Real Estate Claims on Reservoirs: Record lake levels over several month period resulting in real estate takings and claims that require payment to compensate for taking or damaging other's property.	2,000,000	300,000
OM	FORT RANDALL DAM, LAKE FRANCIS CASE, SD	SD	Replace Wire rope on spillway gates found to be inadequate as a result of the 2011 flood event.	440,000	410,000
OM	FORT RANDALL DAM, LAKE FRANCIS CASE, SD	SD	Remove and/or replace twenty-one seal joints between each Spillway chute and slab construction joint. Occurred during spillway flow during high water event. Failure to replace joint seals will result in additional damage during freeze thaw cycles.	200,000	200,000
OM	FORT RANDALL DAM, LAKE FRANCIS CASE, SD	SD	Repair roads used for access to flood control structures damaged with rock hauling operations and flows that eroded them. Required to maintain operability of flood control structures.	1,075,000	1,000,000
OM	FORT RANDALL DAM, LAKE FRANCIS CASE, SD	SD	Install Under seepage Control Facilities in Dam Embankment to address Dam safety issues as a result of 2 times record high releases over several month period. Failure to address dam safety issues could develop into loss of the dam.	400,000	400,000

OM	FORT RANDALL DAM, LAKE FRANCIS CASE, SD	SD	Replace Damaged Intake Trash Racks damaged during flood event	700,000	700,000
OM	FORT RANDALL DAM, LAKE FRANCIS CASE, SD	SD	Replace Upper and Lower Retaining Wall & Glacial Drains o address Dam safety issues as a result of 2 times rtecord high releases over several month period. Failure to address dam safety issues could develop into loss of the dam.	1,600,000	1,500,000
OM	FORT RANDALL DAM, LAKE FRANCIS CASE, SD	SD	Replace Left and Right Embankment Toe Drains to address Dam safety issues as a result of 2 times record high releases over several month period. Failure to address dam safety issues could develop into loss of the dam.	1,000,000	950,000
OM	FORT RANDALL DAM, LAKE FRANCIS CASE, SD	SD	Install Intake Gate Hoist Programable Logic Controllers (PLC)	700,000	640,000
OM	FORT RANDALL DAM, LAKE FRANCIS CASE, SD	SD	Repair flood damage on 21 Spillway Tainter Gates	4,500,000	4,000,000
OM	FORT RANDALL DAM, LAKE FRANCIS CASE, SD	SD	Repair Flood control louvers damaged during release of flood waters	975,000	900,000
OM	FORT RANDALL DAM, LAKE FRANCIS CASE, SD	SD	Downstream erosion and road repairs "A-Wall". Repairs riprap erosion protection and associated road damage for tailrace area of the dam.	3,200,000	2,200,000
OM	GAVINS POINT DAM, LEWIS AND CLARK LAKE, SD	SD	Install Under seepage Control Facilities in Dam Embankment to address Dam safety issues as a result of 2 times record high releases over several month period. Failure to address dam safety issues could develop into loss of the dam.	200,000	200,000
OM	GAVINS POINT DAM, LEWIS AND CLARK LAKE, SD	SD	Update Spillway Rating Curves to reflect this years flood operations - Data Collection and Analysis	10,000	10,000
OM	GAVINS POINT DAM, LEWIS AND CLARK LAKE, SD	SD	Hydro Graphic Surveys - Missouri River – Necessary for updating existing hydraulic models for any post-flood assessments of flood event and future flooding. Also needed to validate tailwater rating curves at each of the mainstem dams, to ensure continued satisfactory performance of each dam.	585,000	560,000

OM	GAVINS POINT DAM, LEWIS AND CLARK LAKE, SD	SD	Niobrara River Delta Surveys -For assessment of post flood actions relative to the sewage lagoons and well field	60,000	60,000
OM	GAVINS POINT DAM, LEWIS AND CLARK LAKE, SD	SD	Velocity Profiles and Transects-This information is needed to assess impacts to the existing Missouri River Recovery Project features and to evaluate the impacts of any recommended changes to the system.	300,000	250,000
OM	GAVINS POINT DAM, LEWIS AND CLARK LAKE, SD	SD	Cultural Resource Post Flood Assessments and Monitoring. Includes assessment surveys of flood impacted sites.	50,000	50,000
OM	GAVINS POINT DAM, LEWIS AND CLARK LAKE, SD	SD	Cultural Resource Post Flood Impacted Site Repairs or Protection of newly discovered sites as a result of flood event. Total extent unknown until assessments are completed, includes E&D	1,060,000	530,000
OM	GAVINS POINT DAM, LEWIS AND CLARK LAKE, SD	SD	Real Estate Claims on Reservoirs: Record lake levels over several month period resulting in real estate takings and claims that require payment to compensate for taking or damaging other's property.	3,000,000	400,000
OM	GAVINS POINT DAM, LEWIS AND CLARK LAKE, SD	SD	Replace Wire rope on spillway gates found to be inadequate as a result of the 2011 flood event.	300,000	280,000
OM	GAVINS POINT DAM, LEWIS AND CLARK LAKE, SD	SD	Restore Spillway Slab, Spillway sustained damaged to slab that has to be repaired which could develop into loss of the dam if not restored	530,000	500,000
OM	GAVINS POINT DAM, LEWIS AND CLARK LAKE, SD	SD	Repair recreation area boat ramps, roads, comfort stations and utilities that have beed negatively impacted by extended record pool elevations	1,500,000	1,400,000
OM	GAVINS POINT DAM, LEWIS AND CLARK LAKE, SD	SD	Repair Erosion Protection in Powerhouse Tailrace area.	1,430,000	1,400,000
OM	GAVINS POINT DAM, LEWIS AND CLARK LAKE, SD	SD	Repair flood damage on 14 Spillway Tainter Gates	2,800,000	2,500,000

OM	OAHE DAM, LAKE OAHE, SD & ND	SD	Critical Repair Assessments. Includes all Spillway Gates, & FC Tunnel Gates. Failure to identify dam safety issues could develop into loss of the structure/dam if not done.	290,000	150,000
OM	OAHE DAM, LAKE OAHE, SD & ND	SD	FC Tunnel Interim Repairs - Includes Gate Repair & Tunnel Lining Repairs. Roller chain parts and spares are required.	500,000	500,000
OM	OAHE DAM, LAKE OAHE, SD & ND	SD	Dredging on U/S Area of Spillway Gates. Sediment has built up in front of gates, bulkheads placement may not be ensured. Riprap may be needed to slow sedimentation rates in the bay.	8,000,000	7,600,000
OM	OAHE DAM, LAKE OAHE, SD & ND	SD	Outlet Works Bridge Abutment Repair - Extensive flood erosion along the banks are in need of repair so that the abutments of the bridge are not compromised. The bridge provides access to the flood tunnels and Oahe Dam and other project features.	500,000	850,000
OM	OAHE DAM, LAKE OAHE, SD & ND	SD	Oahe Dam - Pierre Causeway to LaFramboise Island: The Causeway structure was constructed in 1962 to direct flows of the Missouri River to the south side of LaFramboise Island. Approximately 800 feet of the causeway has undergone extensive erosion due to overtopping. The City of Pierre, SD has water wells on the island, and the water lines and associated utilities run through the causeway.	2,000,000	1,680,000
OM	OAHE DAM, LAKE OAHE, SD & ND	SD	Cultural Resource Post Flood Assessments and Monitoring. Includes assessment surveys of flood impacted sites.	200,000	90,000
OM	OAHE DAM, LAKE OAHE, SD & ND	SD	Cultural Resource Post Flood Impacted Site Repairs or Protection of newly discovered sites as a result of flood event. Total extent unknown until assessments are completed, includes E&D	3,885,000	2,105,000
OM	OAHE DAM, LAKE OAHE, SD & ND	SD	Repair Stilling Basin Road. This road will be significantly damaged by the contract to repair the Still Basin. 2300 feet of 20 ft wide roadway will have to be reclaimed and then a new asphalt surface installed	200,000	200,000
OM	OAHE DAM, LAKE OAHE, SD & ND	SD	Real Estate Claims on Reservoirs: Record lake levels over several month period resulting in real estate takings and claims that require payment to compensate for taking or damaging other's property.	1,000,000	225,000
OM	OAHE DAM, LAKE OAHE, SD & ND	SD	Replace Wire rope on spillway gates found to be inadequate as a result of the 2011 flood event.	180,000	165,000

OM	OAHE DAM, LAKE OAHE, SD & ND	SD	Repair recreation area boat ramps, roads, comfort stations and utilities that have been damaged by extended record pool elevations	400,000	400,000
OM	OAHE DAM, LAKE OAHE, SD & ND	SD	Install Under seepage Control Facilities in Dam Embankment to address Dam safety issues as a result of 2 times record high releases over several month period. Failure to address dam safety issues could develop into loss of the dam.	500,000	500,000
OM	OAHE DAM, LAKE OAHE, SD & ND	SD	Repair flood damage on 8 Spillway Tainter Gates	1,425,000	1,300,000
OM	OAHE DAM, LAKE OAHE, SD & ND	SD	Ft. Yates, ND - Repair Bank Stabilization/Levee. Assess and repair bank stabilization along island and levee. Includes repair of sidewalk damaged during installation of additional rock along causeway.	2,165,000	2,090,000
OM	OAHE DAM, LAKE OAHE, SD & ND	SD	Hydro Graphic Surveys - Missouri River – Necessary for updating existing hydraulic models for any post-flood assessments of flood event and future flooding. Also needed to validate tailwater rating curves at each of the mainstem dams, to ensure continued satisfactory performance of each dam.	200,000	175,000
OM	CENTER HILL LAKE, TN	TN	Public Safety - Remove debris and repair recreation areas (Ragland Bottom, Johnsons Chapel, Floating Mill) damaged by high water, includes septic repair, campsite repairs to electrical service, pedestals, site pads, and other facilities damaged by high wa	85,000	85,000
OM	CHEATHAM LOCK AND DAM, TN	TN	Operational Req - Acquire real estate interest - both fee simple & flowage easement - to re-establish Government control of lands that were lost during the May 2010 flood. Failure to maintain a Govt.-owned project boundary & re-acquire such real estate in	14,000,000	1,600,000
OM	CORDELL HULL DAM AND RESERVOIR, TN	TN	Public Safety - Remove debris and repair recreation areas (Defeated Creek, Salt Lick, Wartrace Park) damaged by high water, includes campsite repairs to electrical service, pedestals, site pads, and other facilities damaged by high water	45,000	45,000
OM	CORDELL HULL DAM AND RESERVOIR, TN	TN	Operational Req. - Remove debris and repair lock wall damage, signage, and security system damage	245,000	245,000
OM	DALE HOLLOW LAKE, TN	TN	Public Safety - Remove debris and repair recreation areas (Cove Creek, Willow Grove, Dale Hollow, Red Oak Ridge, Obey Ridge) damaged by high water, includes campsite repairs to electrical service, pedestals, site pads, and other facilities damaged by high	95,000	95,000

OM	DALE HOLLOW LAKE, TN	TN	Public Safety - Obey River - Remove debris and repair recreation area damaged by high water, includes campsite repairs to electrical service, pedestals, site pads, and other facilities damaged by high water	390,000	390,000
OM	DALE HOLLOW LAKE, TN	TN	Public Safety - Lillydale - Remove debris and repair recreation area damaged by high water, includes campsite repairs to electrical service, pedestals, site pads, and other facilities damaged by high water	155,000	155,000
OM	J PERCY PRIEST DAM AND RESERVOIR, TN	TN	Public Safety - Remove debris and repair recreation areas damaged by high water, includes campsite repairs to electrical service, pedestals, site pads, and other facilities damaged by high water	150,000	150,000
OM	J PERCY PRIEST DAM AND RESERVOIR, TN	TN	Operational Req. - Replace beach sand at high use metropolitan day areas Cook and Anderson Road, public hazard.	50,000	50,000
OM	J PERCY PRIEST DAM AND RESERVOIR, TN	TN	Navigation Safety - Purchase and reinstall channel, hazard and other warning buoys damaged and lost due to high water	40,000	40,000
OM	Wolf River Harbor, TN	TN	Dredging required to remove significant sediment and debris deposited within the navigation channel due to the 2011 MS Rvr flooding and overbank flow to restore the authorized channel dimensions and assure harbor access for shipping of goods. This harbor is critical to the U.S. Coast Guard's mission on the MS River.	300,000	300,000
OM	Northwest Tennessee Harbor, TN	TN	Dredging required to remove significant sediment and debris deposited within the navigation channel due to the 2011 MS Rvr flooding and overbank flow to restore the authorized channel dimensions and assure harbor access for shipping of goods.	600,000	600,000
OM	AIWW, A&C Canal	VA	Hurricane Irene resulted in damage to Great Bridge Lock and a large quantity of debris in the Albemarle and Chesapeake Canal causing unsafe navigation. Repairs to damaged lock chamber and gates include repair of damaged electrical and mechanical components, and structural repairs by contract. Debris in navigation channel to be removed with in-house forces to restore safe navigation. This work is to return the project facilities to prestorm condition. If project is closed it will prevent commerce through the AIWW include fuel for the Oceana Naval Air Station.	500,000	500,000
OM	Norfolk Harbor	VA	Critical erosion was caused by recently storms, including Hurricane Irene, to the Craney Island dredged material placement site exterior roads and spillbox outfalls. The supplemental funds are needed to repair the road and outfall, returning the project to pre-storm functionality and conditions. If erosion is allowed to continue, the western dike will	500,000	200,000

			fail and the project will be closed, preventing the dredging of Norfolk Harbor Channel and eventually closing the Port of Hampton Roads.		
OM	Norfolk Harbor, VA	VA	Recent storms have continued to erode the structural stability of the District's bulkhead and pier. Funds are required to repair portions of the pier damaged during Irene. Facilities are needed to safely moor survey and patrol vessels necessary to mission.	200,000	200,000
OM	Tangier Channels, VA	VA	Storm has cause severe increase in channel shoaling. Approximately 35,000 cubic yards of greater-than-normal shoaling needs to be dredged to restore safe and unrestricted navigation to this sustenance harbor.	400,000	400,000
OM	Rudee Inlet	VA	Additional shoaling occurred as a result of the storm. Estimated cost is $150,000. Daily rate of the Currituck was used as a basis for developing costs. Rudee inlet is a critical harbor of refuge and a shoaled channel will cause risk to boaters seeking refuge during emergency conditions.	150,000	150,000
OM	Ball Mountain Dam, VT	VT	Tropical Storm Irene resulted in flood debris being deposited on project lands and structures and portions of project roads being washed out. The removal of these debris is necessary to prevent materials from impeding project operations and damage to project strucutures. The road repairs are necessary to allow project staff and others access to project lands.	130,000	130,000
OM	North Hartland Leke, VT	VT	Funds required to remove debris from log boom (significant volume) and project lands, remove silt and sediment, repair bank erosion and repair washed out project roads.	150,000	150,000
OM	North Springfield Lake, VT	VT	Tropical Storm Irene resulted in flood debris being deposited on project lands and structures and portions of project roads being washed out. The removal of these debris is necessary to prevent materials from impeding project operations and damage to project strucutures. The road repairs are necessary to allow project staff and others access to project lands.	130,000	130,000
OM	Townshend Lake, VT	VT	Tropical Storm Irene resulted in flood debris being deposited on project lands and structures and portions of project roads being washed out. The removal of these debris is necessary to prevent materials from impeding project operations and damage to project strucutures. The road repairs are necessary to allow project staff and others access to project lands.	135,000	135,000
OM	Union Village Dam, VT	VT	Tropical Storm Irene resulted in flood debris being deposited on project lands and structures and portions of project roads being washed out. The removal of these debris is necessary to prevent materials from impeding project operations and damage to project strucutures. The road repairs are necessary to allow project staff and others access to project lands.	40,000	40,000

OM	Jackson Hole Levees, WY	WY	Supplies of riprap are at critical levels. Majority of stocks were consumed during the spring flooding event to repair sites on the 33-mile levee system. Consumption of rock reached up to 1,500 tons/day, at peak, and the Project's stockpile sites now contain approximately 19,500 tons of rock. This amount would only cover approximately 10-12 days during a flood event while production would only deliver on average 250 tons per day. This year's high water event lasted 7 weeks. The District needs 33,400 tons of rock on hand, going into any given flood season. The closest quarry providing suitable rock is 80 miles away, one way, so delivery of rock is slow. If additional funding is not obtained by 21 Jan 12, the time needed to produce and deliver rock will make it impossible to stockpile rock for next flood season due to weather constraints (snow will prevent production and delivery by the Nov 11 timeframe). Also, resupply of rock must begin as soon as possible; failure to fund the purchase of this riprap will leave this project vulnerable for the next spring event in 2012. These monies will fund options on an existing riprap supply contract	295,000	295,000
			Total O&M	**559,346,844**	**482,180,844**

The remaining funds will be applied to repair work continuing into FY 2013 using the following priorities:

Class I: Urgent and Compelling (Unsafe) – Heavily damaged projects that have breached or failed where there is a probably loss of life.
Class II: Urgent (Potentially Unsafe) – Damage projects that are likely to fail where there is a probable loss of life and economic damage.
Classes IIIA and IIIB: High Priority, including Class IIIB (Conditionally unsafe) - Damaged systems that are likely to fail where there is a potential for economic, environmental, and an indirect potential for loss of life, and Class IIIA (High Impact to Navigation) - Damaged systems directly impacting high use navigation.
Class IV: Priority (Marginally safe) - All other damaged systems not meeting Class I, II, or III above.

The Corps is tracking progress on the Class I, II, and IIIB repairs. For 59 percent of such repairs, interim protection will be in place by 31 March 2012, all contracts of $500,000 or more are scheduled for FY 2012, and pre-event conditions are on schedule to be restored by 31 March 2013. For another 37 percent of such repairs, all contracts of $500,000 or more on Class I, II, and III repairs are scheduled for FY 2012 or FY 2013, and pre-event conditions are on schedule to be restored by 31 March 2014. Four percent of such repairs are on schedule to be completed after 31 March 2014.

BIRD'S POINT

Chairman Frelinghuysen. Ms. Darcy, the Corps famously blew a massive hole in the Bird's Point levee in Missouri, activating the Bird's Point floodway and saving other communities from worse flooding. Unfortunately, more than 100,000 acres of Missouri farmland was affected, as were the livelihoods of hundreds of people.

What's the status of rebuilding the Bird's Point levee?

Assistant Secretary Darcy. Interim protection to elevation 55 feet at the upper and middle crevasses and 51 feet at the lower crevasse has been achieved, and plans and specifications for full restoration are underway.

Chairman Frelinghuysen. What is the schedule for restoring the levee to the pre-flood height?

Assistant Secretary Darcy. Plans and specifications for the upper crevasse are scheduled to be completed in March 2012 and a contract to restore the frontline levee to its original height is currently scheduled to be awarded in May 2012. Depending on conditions in the river, construction is currently scheduled to be completed by December 2012.

MANAGEMENT OF NON-FEDERAL FUNDS AGREEMENTS

Chairman Frelinghuysen. The Corps has three distinct authorities by which it can accept funds from a non-federal sponsor to make progress on a federal project in the absence or delay of federal funds – the accelerated, contributed, and advanced funds authorities. Interest in these authorities seems to have increased recently, whether due to the expectation of tighter federal budgets, or the ban on earmarks, or other reasons. While I certainly see the benefits of these arrangements, I am concerned that the Corps has not given enough attention to the related oversight and management issues.

Does the Corps have a standard policy by which individual requests to use these authorities are evaluated? If yes, please briefly describe it and submit a copy of the complete policy for the record.

Assistant Secretary Darcy. The Corps has a standard policy by which individual requests to use these authorities are evaluated. Every request is reviewed to ensure that the acceptance of such funds is legally appropriate, that the accomplishment of such work is advantageous in the public interest, and that the work will not negatively impact other work in the affected Corps district for which funds have been appropriated by Congress. An update of the Corps' contributed funds guidance to reflect the recent passage of Section 111 of the Fiscal Year 2012 Energy and Water Development Appropriations Act is under development and will be provided as soon as it is completed.

Chairman Frelinghuysen. What, if anything, is the Corps doing to monitor these agreements on a programmatic level? Specifically, what, if anything, is being done to make sure these agreements do not distort budget or staffing decisions?

Assistant Secretary Darcy. As noted above, the Districts are required to explain whether there is any impact on other work in the District for which funds have been appropriated by Congress. Corps headquarters tracks the number of agreements that are submitted to Congress. It would be a very unusual case for any one such agreement to have a significant impact on staffing decisions.

Chairman Frelinghuysen. The advanced funds authority allows for federal reimbursement of funds provided by the non-federal sponsor. I am concerned that an overuse of this authority could hamstring the Corps budget in future years. I understand the language in the agreements was recently updated to make it clearer that reimbursement is not in any way guaranteed.

Is the Corps or Administration doing anything else to manage expectations? For example, for some sponsors, the only difference between a contributed funds agreement and an advanced funds agreement is the possibility of reimbursement. Would it make sense to have a policy to execute only contributed funds agreements in those situations?

Assistant Secretary Darcy. I understand your concern, as the Federal financial interest is better served under a contributed funds agreement. On the other hand, the Congress has provided both of these authorities.

Chairman Frelinghuysen. If the fiscal year 2013 appropriations bill, or any future bill, includes funds in addition to the budget request and continues the prohibition on new starts like the fiscal year 2012 Act did, would the Administration view execution of an advanced funds agreement as having "started" a project in order to allow the project to be eligible to compete for the additional funds?

Assistant Secretary Darcy. No. Even in a year in which the Congress may provide for new starts, we do not view the execution of an advanced funds agreement or the acceptance of advanced funds as constituting a new start. A new start occurs only at the point when the Federal government decides to invest its funds in a particular project of activity.

Chairman Frelinghuysen. Are there any legislative changes necessary to allow for better oversight and management of these non-federal funds agreements?

Assistant Secretary Darcy. The Army does not believe that any legislative changes are needed at this time to improve oversight or management of these non-Federal funds agreements. We will continue to carefully evaluate each request to provide advanced or contributed funds to ensure appropriate use of the current authorities for these agreements.

QUESTION FROM CHAIRMAN FRELINGHUYSEN AT THE REQUEST OF MR. RUNYAN OF NEW JERSEY

LONG BEACH ISLAND STORM PROTECTION PROJECT

Chairman Frelinghuysen. While we are pleased to see the Long Beach Island project is included in the President's budget for FY13, we are concerned that the $600,000 request is solely for the purpose of the Corps' responsibilities to monitor this only partially completed project. We would request that the Corps develop and advise the Committee on a plan for budgeting for the completion of this project in the most time- and cost-efficient manner.

Assistant Secretary Darcy. The Army formulates the annual Civil Works budget in accordance with Administration and Army policies and priorities, long-standing practices agreed to with Congress, and Corps internal regulations. Like other projects, Long Beach Island will continue to be evaluated in accordance with the above.

Chairman Frelinghuysen. It is further concerning that this project lacks for funding while other projects that are only just beginning are receiving a significant allocation of resources. What is the process for the Corps prioritizing the use of existing available funds?

Assistant Secretary Darcy. The Army evaluates and prioritizes projects based on performance, including public safety as well as economic and environmental benefits of the projects.

Chairman Frelinghuysen. Why wouldn't an ongoing project of this magnitude be considered a priority?

Assistant Secretary Darcy. This and all projects are ranked based on performance, not on their size. For projects of this kind, we evaluate performance based on the economic and environmental return as well as its contributions to public safety.

Chairman Frelinghuysen. Isn't it true that the investments made to date in this project will remain at structural risk until the project is completed?

Assistant Secretary Darcy. To date, approximately four miles have been completed, and that completed portion is functioning as designed.

Chairman Frelinghuysen. Isn't it also true that it is far from efficient to have dredges come and go for each section of the project, rather than planning and budgeting for the complete execution of this project?

Assistant Secretary Darcy. The Budget seeks to provide the best overall return to the Nation from available funds from the Civil Works program as a whole.

Chairman Frelinghuysen. What are those mobilization and de-mobilization costs, approximately?

Assistant Secretary Darcy. The mobilization and de-mobilization costs generally have ranged between $3M and $4M on projects such as this.

Chairman Frelinghuysen. Our understanding is that there is presently a dredge on site to do a significant piece of this project. If funds were available, is there additional progress that could be made now and if so, why aren't those funds being made available?

Assistant Secretary Darcy. The Corps would be able to spend more funds in FY 2013 on this project. However, the return on investment is relatively low compared to our other ongoing construction projects. Therefore, the project did not compete favorably for funding.

QUESTIONS FROM RANKING MEMBER VISCLOSKY OF INDIANA

GREAT LAKES SHIPPING

Ranking Member Visclosky. Great Lakes shipping supports over 227,000 jobs and generates over $33 billion in business revenue annually. However, federal channels in the Great Lakes are significantly shallower than their authorized depths, causing commercial ships to "lighten" their cargo, driving up costs for shipping. Within the last few months at least two Great Lakes harbors have required "emergency" assistance just to keep their channels open for short periods of time. This dredging backlog, combined with the Soo Locks being a state of disrepair and issues with dredged material management, has severely decreased the efficiency and sustainability of this critical regional and National shipping system. The Corps FY 2013 budget requests $84.7 million for Navigation O&M on the Great Lakes, which is a decrease of three percent from the FY 2012 funding level.

Given the deteriorating condition of the system, how does the Corps justify this cut?

Assistant Secretary Darcy. Our investments in coastal port maintenance are directed primarily at providing operational capabilities and efficiencies. To make the best use of these funds, the Corps evaluates and establishes priorities using objective criteria. These criteria include transportation cost-savings, risk reduction, and improved reliability – all relative to the cost. Consequently, maintenance work generally is focused more on the most heavily used commercial channels carrying at least one million tons of cargo annually, which together carry about 99 percent of the total commercial cargo traveling through our coastal ports.

The FY 2013 Budget provides $85.9 million for navigation O&M on the Great Lakes. This is $5.9 million more than the FY 2012 Budget level of $80 million, an increase of 7.4 percent. However, it is $3.8 million below the $89.7 million provided in the FY 2012 Corps work plan.

Ranking Member Visclosky. What will be the economic and environmental cost to the Great Lakes region if ships are increasingly light-loaded due to the shortfall?

Assistant Secretary Darcy. Light loading may be required at some locations at the budgeted level of funding. This could require additional trips and more fuel consumption to move the same amount of cargo. The Corps is developing metrics to estimate the economic impact from light-loading as a result of reduced channel dimensions. However, those metrics rely on numerous assumptions that require further development and review; they are therefore not yet approved for use.

QUESTIONS FROM MR. SIMPSON OF IDAHO

MITIGATION HATCHERIES

Mr. Simpson. I understand that the FY13 budget proposes $4.3 million, which is a $500,000 increase over FY12, to reimburse the Fish and Wildlife Service for mitigation fish hatcheries. For years, the Interior Subcommittee has been encouraging the Service to seek reimbursement, and I think the Army Corps and the Energy and Water Subcommittee Chairman deserve credit for putting funding in the Army Corps budget to reimburse the Service. Unfortunately, it appears that the Service has cut its own budget by a greater amount than is in the Army Corps budget, thus creating a $400,000 shortfall.

Is $400,000 an accurate estimate of the shortfall?

Assistant Secretary Darcy. Yes, we understand $400,000 to be the difference between the Corps' FY 2013 budget amount and a cost estimate made in 2010 by the Fish and Wildlife Service. The Service is currently working on an updated cost estimate to be used with the FY 2014 budget.

Mr. Simpson. If an additional $400,000 is not added to the Army Corps budget for FY13, will you be able to reimburse the Fish and Wildlife Service the full $4.7 million it says is owed by the Army Corps?

Assistant Secretary Darcy. Absent additional funding, the Corps would provide the budgeted amount of $4.3 million.

Mr. Simpson. If the Interior Subcommittee restores the $400,000 shortfall to the Fish and Wildlife Service's budget, and directs the Service to continue to seek full reimbursement for FY14, will you continue to work with the Service to accurately estimate the amount owed and to pursue full funding in the FY14 request?

Assistant Secretary Darcy. Yes, the Corps will continue to work with the Service to accurately determine the costs associated with fish production for mitigation of Corps projects. The Army will continue to evaluate budget priorities to meet mitigation needs, including those provided by the Service within existing authorizations, and will strive to meet requirements of the entire program within the funding available in the budget.

COLUMBIA/SNAKE RIVER NAVIGATION

Mr. Simpson. As you know, I've been closely following efforts to promote navigation on the Snake and Columbia system throughout my time in Congress. I don't have questions on this issue, but I do want to take a moment to let you know that I appreciate the support shown in the President's budget for $5.5 million for South Jetty repairs and hope the Administration will continue its support for repairing the jetties at the Mouth of the Columbia River, as a breach of the jetties would undo much of the work done these last 20 plus years to deepen the Columbia River and bring much needed economic development to the region.

I also want to state again my appreciation for the coordinated efforts between the Walla Walla and Portland Corps District offices that were essential during the extended lock outage one year ago. Without that coordination, we could have faced several extended lock outages, which would have been detrimental to our local economy. As it was, my office did not get one complaint.

Assistant Secretary Darcy. We appreciate your continued support for the Columbia and Snake River navigation. The Corps will continue to monitor the condition of the jetties at the Mouth of the Columbia River. Management of the 2011 extended lock outage went according to the plan, and the Corps was able to make necessary repairs to the system with minimal disruption to navigation.

CHEYENNE RIVER SIOUX WATER PROJECT

Mr. Simpson. Ms. Darcy, last summer I had the opportunity to visit a number of Indian reservations in the Midwest, including the Cheyenne River Sioux reservation in South Dakota. One of the most troubling things I saw while I was there was the very real problems the tribe faces in getting the water it needs for its community. It is stunning that a community so close to the Missouri River and the Lake Oahe, the fourth largest man-made reservoir in the U.S, has extremely little access to drinking water. In fact, their water system is so undersized and dilapidated that they have a moratorium on new homes construction simply because their water system is totally maxed out.

It sounds to me like there are a number of problems here. The water system built by the Corps has failed and has required emergency repairs, yet it has remained inoperable at least half the time since it was completed a few years ago. In the long term, this system needs to be replaced, and the core of the system is projected to cost $65 million. $65 million was authorized for this project in the most recent WRDA bill.

The good news is that the folks at Rural Development in the Department of Agriculture have taken up the cause and are working with the Tribe to build the core of a new system which would include an untreated water line, a water treatment plant and treated water line sufficient to get water to the central town of Eagle Butte. Unfortunately it is probably asking too much of the Rural Development office to pay for this project on its own, and the Tribe cannot afford to do it alone. We need some outside the box thinking to find a solution here, because I feel strongly that we cannot let the status quo continue there.

I recognize that the Corps and the tribes along the Missouri have a long history of conflict, but I would like to put that aside and do what it takes to get this project done.

It is my understanding that the new intake valve, which has been inoperable, was constructed by the Corps and that the Corps has agreed to repair it. What is the status of this project, and how long do you expect it will take to complete?

Assistant Secretary Darcy. The design of the repair solution is completed, and the contract for repairs was advertised in February 2012, with bid opening targeted for late March 2012 and a contract award to follow in early April 2012. Construction is expected to be completed in June 2012.

Mr. Simpson. I recognize that this project costs real dollars, and I am encouraged that USDA's Rural Development office efforts to address this problem. I am hopeful that various agencies, including the BIA, IHS, EPA, and the Corps will join Rural Development in working together to see it to completion. What assistance can the Corps offer in ensuring that a long-term solution, starting with the $65 million core of the water system, can be put into place?

Assistant Secretary Darcy. Environmental infrastructure projects are not considered an appropriate mission for the Corps and, thus, they do not receive support in the Civil Works budget.

TREE REMOVAL ON THE BOISE RIVER

Mr. Simpson. As you may know, the Boise Valley is Idaho's most populated area, with the Boise River running through it. Flood Control District Number 10 has been working to prevent flooding of the properties and communities along the river by repairing broken river banks and removing trees and other debris from the river before spring runoff and high spring flows. Much of this work is performed in response to requests from landowners and city officials whose properties are threatened by high water flows.

Because the flood district places the trees it removes on available open land adjacent to the channel, the Corps has required Flood District 10 to obtain authorization for this activity under a nationwide permit. Unfortunately, it is my understanding that the Corps is now refusing to issue the flood district with authorization to remove trees under a nationwide permit but is instead requiring it to obtain an individual Section 404 permit for its tree removal work. This new requirement will dramatically increase the expense and time involved in carrying out this important work, increasing the flood risk to Boise Valley Communities.

Given that the flood district's current practice does not add fill to waters of the U.S. and does not result in a discharge, can you tell me why the Corps believes it is necessary for the district to obtain a 404 permit? How is this activity handled by other Corps districts?

Assistant Secretary Darcy. Over the last several years, Flood Control District (FCD) 10 has discharged woody debris into wetlands adjacent to the Boise River, which are waters of the United States. The discharges range from small piles to extensive rows of material that have had the effect of creating debris levees. These activities constitute a discharge of fill material that is regulated under Section 404 of the Clean Water Act. Over 400 stockpiles of material have been created, some exceeding 100' x 20' x 15'. From 2004-2008, the Corps verified these activities by Nationwide General Permit because the activities did not exceed the minimal adverse effects allowed under such a permit. However, further discharges would cause more than minimal adverse effects, so this activity can no longer be verified under a general permit. Requiring an individual permit to continue these activities is consistent with decision-making in other Corps districts. The Corps has been working closely with the FCD 10 to address tree and debris management since March 2004. Recently the Walla Walla District Commander met on site with the three commissioners for FCD 10, other local elected officials, and state and local agencies to discuss short and long-term next steps.

Mr. Simpson. The accumulation of fallen trees in the Boise River has created an emergency situation that requires immediate action. What can the Corps do to work with Flood Control District 10, local officials, and the State of Idaho to address this problem in both the short-term and the long-term?

Assistant Secretary Darcy. In the short term, FCD 10 is removing trees and debris in areas with existing access, and that debris is either being temporarily stockpiled in or disposed of in uplands rather than in wetlands. The Corps is providing information on the area's previously delineated wetlands to assist FCD 10 with the selection of upland sites for disposal. The Corps may consider use of emergency permitting if an unacceptable threat to human life, significant loss of property, and/or significant economic hardship exists. However, based on available information, the circumstances do not warrant emergency permit review at this time.

In the long term, if FCD 10 proposes to place any removed debris in waters of the United States, the Corps will continue to coordinate with them to convey information about regulatory requirements and explain the information that must be prepared and submitted for review under the requirements of Section 404 of the Clean Water Act and/or Section 10 of the Rivers and Harbors Act.

BUCKINGHAM COAL, OHIO

Mr. Simpson. It is my understanding that he Corps has sued Buckingham Coal in Ohio to keep them from utilizing an underground corridor to access coal reserves that they own, even though the state of Ohio and the Mine Safety and Health Administration have determined that the corridor is safe. The Corps continues to litigate, even though the courts have practically ruled that they don't have a strong leg to stand on.

Assistant Secretary Darcy. The United States brought suit against the State of Ohio for breach of agreements regarding the construction and operation of the Tom Jenkins Dam and Burr Oak Reservoir. The agreement, attendant laws, and related documents establish that the parties intended to and did preclude alienation of property (leasing of coal rights) that were acquired as part of the legally-required non-federal contribution for project construction and are necessary for full project operation. In the 1940s, the Corps determined that acquisition and retention of the mineral interest was necessary for project purposes. Ohio retained only the right to use acquired property for recreational and conservation purposes, as long as those purposes were not inconsistent with the dominant federal flood control purpose.

The United States has also brought claims against Buckingham Coal Company and sought an emergency order preventing mining activity within the reservoir's footprint. The footprint includes not only the normal pool, but also the area required to accommodate flood waters. Buckingham Coal Company has recently mined coal that underlies the reservoir footprint when the pool rises above normal operating levels. With respect to ongoing mining, the coal company completed planned mine entries under the reservoir footprint and is continuing its operations in an area adjacent to the Corps project, which is accessible through the entries. Those operations, which are not on project lands, have not been impacted by the ongoing litigation. However, other leased but as yet unmined coal may be within the reservoir footprint. As the company's mining continues, the Corps is addressing, through the courts, the consequences of Ohio's lease of the right to mine coal that underlies the reservoir footprint – coal that the state acquired for purposes of its legal and financial commitment to the federal government for construction of the dam and reservoir project.

While the District Court ruled against the United States on a preliminary emergency motion based on limited submissions, the Court has not resolved either the legal or factual issues in the case based on a full record. In ruling on the preliminary motion, the Court ruled only on the question of whether construction of the mine entries under the reservoir footprint should be enjoined during the pendency of the case. After the ruling, the parties engaged in settlement discussions which have not been successful. At this point, the United States intends to fully present its case to the District Court for review.

Mr. Simpson. Who made the decision to file the lawsuit?

Assistant Secretary Darcy. The Corps of Engineers referred the case to the Department of Justice, which is authorized by 28 U.S.C § 516 to review and approve referrals for litigation.

Mr. Simpson. Who has the authority to voluntarily dismiss the lawsuit?

Assistant Secretary Darcy. Under Federal Rule of Civil Procedure 41, the United States could seek voluntary dismissal.

Mr. Simpson. In view of the Districts Court's ruling of the motion for a temporary restraining order, why is the Corps continuing to litigate the case?

Assistant Secretary Darcy. As explained above, the District Court ruled against the United States only on a preliminary emergency motion based on limited submissions. The Court has not resolved either the legal or factual issues in the case based on a full record leading to a judgment on the merits. The United States intends to fully present its case to the District Court for review.

Mr. Simpson. What level of resources has the Corps devoted to the litigation (in terms of lawyer time, staff expertise, travel and DOJ resources, for example) thus far and what level of resources does it plan to devote to litigation in the future?

Assistant Secretary Darcy. Questions regarding DOJ resources devoted to litigation should be directed to that agency. The Corps has provided, and continues to provide, appropriate legal and technical staff support. Hours and costs for in this in-house work have not been compiled.

Mr. Simpson. In light of the Court's May 2011 opinion do you believe further litigation is the best use of the Corps' funds?

Assistant Secretary Darcy. While the District Court ruled against the United States on a preliminary emergency motion based on limited submissions, as explained above, the Court has not resolved either the legal or factual issues in the case based on a full record. At this point, the United States intends to fully present its case to the District Court for review.

Mr. Simpson. From which agency budget (DOJ or the Army Corps of Engineers) is the litigation being funded?

Assistant Secretary Darcy. The Department of Justice funds various litigation expenses, while the Corps of Engineers provides appropriate support.

Mr. Simpson. But do you acknowledge the Corridor is located 1,110 feet upstream from the Burr Oak Reservoir, and more than two miles upstream from the Tom Jenkins Dam?

Assistant Secretary Darcy. No. The mine entries which were subject of the United States' Motion for Temporary Restraining Order lie under the reservoir footprint when it rises above normal pool, as discussed above. The Burr Oak Reservoir extends to elevation 759.9 feet at full spillway design flood and the Corps of Engineers possesses a flowage easement to elevation 750.0 feet. The normal operating pool of the Reservoir is approximately elevation 721 feet. Mapping provided by the Ohio Department of Natural Resources (ODNR) indicates the lease area for the entries or "corridor" exists within the flowage easement and therefore under the reservoir footprint when in flood stage.

Based on ODNR permit drawings, the coal company has mined underneath the reservoir in an area that is inundated when the pool rises to approximately elevation 725. Statistically, the reservoir reaches flood levels above elevation 725 approximately every 1.75 years. The spillway design flood for the project is elevation 759.9, potentially placing water approximately 35 feet deep on the ground surface directly above the mine.

Judging from ODNR and MSHA permit data that has been made available to the Corps, it appears that the mine is approximately 60 feet below the surface, and is separated from the surface by approximately 15-20 feet of soil and 40 to 45 feet of rock, the physical integrity of which is not known to the Corps.

Mr. Simpson. Do you acknowledge that, outside the area of the Corridor, at no point do the State of Ohio's leases permit any mining under any part of the actual Burr Oak Reservoir?

Assistant Secretary Darcy. No. The Burr Oak Reservoir extends to elevation 759.9 at full spillway design flood. Anywhere mining occurs beneath this reservoir contour elevation would be "mining under...the...Reservoir"

Mr. Simpson. Do you agree that the new operating plan proposed in Colonel Peterson's letter is excessive given the Court's opinion that the evidence clearly establishes that the United States is unlikely to suffer an irreparable injury?

Assistant Secretary Darcy. No. Public safety is paramount to the U.S. Army Corps of Engineers. Colonel Peterson will exercise all measures within his authority to assure public safety. The Huntington District is attempting to gather site geologic data to better understand the risks associated with the mining. Our regulations require us to make decisions that are informed by structured risk assessments and independent external review. This information is needed to gain a better understanding of the risks from the mining. We note that Buckingham has declined our requests for "as built" drawings of the mining corridor that would enable the Corps to take core samples in order to properly characterize the integrity of the soil and rock layers separating the flood-stage reservoir from the mining corridors and thereby assess risk to public safety. We have discussed our need for this information with the Mine Safety and Health Administration (MSHA), with which we would also coordinate were this assessment to go forward to ensure the safety of mine workers and the integrity of the mine, but we do not believe that MSHA has all of the necessary data.

Mr. Simpson. What can the committee, and/or Members of the Ohio congressional delegation do to help resolve this issue to the Corps' satisfaction while still allowing Buckingham to operate in a safe and profitable manner?

Assistant Secretary Darcy. Because the United States firmly asserts that the governing contract and statutory scheme preclude alienation of coal or other property interests, and because Ohio's sole legal interest in any property acquired for reservoir purposes is limited to conservation and recreational purposes, not the economic purposes undertaken in this instance, we believe the best course is for the United States to obtain a judicial ruling as to its legal rights under the contract and governing law. At this time, no legal restrictions impact Buckingham's ability to engage in mining operations.

QUESTIONS FROM MR. PASTOR OF ARIZONA

BRAZOS ISLAND HARBOR FEASIBILITY STUDY

Mr. Pastor. In the Corps budget for FY 2013, the Brazos Island Harbor, Brownsville, Texas, Widening and Deepening Feasibility Study is funded at $726,000. This is a project that I have watched for years and want to see it move forward.

Can you detail for the Subcommittee the timing on when this study will be completed?

Assistant Secretary Darcy. The Budget provides the maximum amount that the Corps estimates that it will be able to spend efficiently and effectively in FY 2013. With that funding, the Corps could complete the draft feasibility report in September 2013. The public comment period would begin at that time. The schedule for completing this study would depend on the nature of the issues raised and future funding levels.

EMERGENCY SUPPLEMENTAL APPROPRIATIONS ACT FOR DEFENSE GUIDANCE

Mr. Pastor. It is my understanding that the Corps is in the process of issuing guidance for the use of Section 6009 of Public Law 109-13, The Emergency Supplemental Appropriations Act for Defense, the Global War on Terror, and Tsunami Relief 2005.

Sections 6009 of Public Law 109-13 provides that in determining the economic justification for navigation projects involving offshore oil and gas fabrication ports, the Secretary measure and include in the National Economic Development (NED) calculation the following:

The value of future energy exploration and production fabrication contracts that would result from larger navigation channels; and

The transportation cost savings that would result from larger navigation channels.

It is my understanding that the channel improvement feasibility study will show that by allowing for much larger oil platform rigs to come in and out of the channel – either for repair, refurbishment or new construction in the future, thousands of jobs will be created in one of the most economically depressed areas in the nation. These larger rigs, which will be the norm over the next 50 years in the Gulf, add value to future energy exploration and production and, because of the unique location, allow for tremendous transportation savings.

Can you detail for the Committee everything that is being done regarding the issuance of this guidance and confirm for the Committee that this law is being used in a manner consistent with Congressional intent? My concern is that the Corps may not necessarily desire to use the language as it was intended and thus, minimize the impact this important language can have on a project.

Assistant Secretary Darcy. Implementation guidance is currently under development. This guidance will address the definition of the scope of the offshore oil and gas fabrication contracts to include new construction as well as repair and refurbishment contracts. The value of these contracts will be estimated for the with and without project conditions. The net increase of the value of these contracts will be included in the NED benefits.

QUESTIONS FROM MR. NUNNELEE OF MISSISSIPPI

LOCAL SPONSORS

Mr. Nunnelee. I first want to begin by praising the Waterways Experiment Station in Vicksburg, Mississippi. It truly is a national jewel.

Secretary Darcy, much like last year, the amount you've requested for ongoing Corps construction projects is woefully inadequate to fund needed work on many of these projects. For the great majority of those you didn't recommend for funding, the Administration has approved project reports, signed project partnership agreements with local cost sharing sponsors and accepted and spent precious local dollars on construction. Local sponsors have made plans and political commitments of their own based on these agreements and have provided the required funding, often at great sacrifice to other needs. But now you seem prepared to walk away from these projects leaving them uncompleted and stranding local investments. Perhaps even worse, this represents a breach of faith where the federal government is breaking a commitment to its citizens.

Can you estimate for us about how much has already been spent by the Corps and, separately, by local sponsors on projects that you no longer plan to pursue and therefore will not completed in the foreseeable future?

Assistant Secretary Darcy. The construction program's goal is to produce as much value as possible for the Nation from the available funds. The Budget does this by giving priority to those investments that will yield high economic and environmental returns or address a significant risk to public safety. The Budget represents a continuing, fiscally prudent investment in the Nation's water resources infrastructure.

For the current fiscal year, Congress added funding to the Energy and Water Development appropriations bill to at least partially offset this unconscionable situation. These added funds were to be assigned using several criteria including potential job creation, benefits anticipated, risk to people and property and several other such factors. Unfortunately, I expect that even this sincere effort left out many projects.

Mr. Nunnelee. What ongoing construction projects were, in fact, left out?

Assistant Secretary Darcy. In allocating the additional funding, the Army acted consistent with the criteria set forth in the Statement of Managers, House Report 112-331. Based on an assessment of priorities and needs, we allocated the additional funds both to provide more funds for some of the projects included in the Budget and to fund other projects, which were not included in the Budget. All ongoing construction projects were considered. We allocated the funds to the highest performing work in each of the specified programmatic categories.

Mr. Nunnelee. Can you please give us your views on the criteria we used this year and how it might have been improved? What other factors might we have included that we did not?

Assistant Secretary Darcy. While the congressional criteria provide some flexibility in allocating the unrequested funds, we would prefer less prescriptive language for any such unrequested funds – more along the lines that the Congress provided in FY 2011. We are also concerned about the limitations inherent in a specific funding level for each of the many programmatic categories.

Mr. Nunnelee. In addition to commitments of funds by local sponsors, I understand that there are instances where other Federal agencies have made commitments based on your office's project decisions. In at least some cases, the Corps project may actually provide the underlying basis for the larger efforts of these other agencies and may therefore be more important to the nation than the Corps effort alone. We fully understand the ongoing funding constraints of the Corps; however, in these austere times, it does not appear to be in the interest of good government for the Corps to discontinue funding these projects as that action could well result in inefficient use of limited Federal funds by other agencies. Additionally, I understand that the Corps has a new five-year Strategic Plan that focuses on working with other Federal agencies as part of the concept of Integrated Water Resources Management.

While you tend to focus primarily on benefit-cost ratios and environmental outputs of various sorts to prioritize projects for funding, such factors relate almost exclusively to benefits derived narrowly from the Corps project itself. In cases where a Corps project forms only a part of larger efforts which integrate state and local plans with those of several federal agencies, how do such considerations factor in your priority setting and budget decisions?

Assistant Secretary Darcy. During the project formulation phase of each project, the economic, environmental, safety, and other effects of the alternatives are identified. While the focus is on the costs and benefits of each alternative, the analysis generally does consider their effects in the context of other ongoing efforts in the area.

Mr. Nunnelee. Can you explain how your budgeting decisions support the strategic plan objectives of working with other agencies when you don't seem to give much weight to collaborative projects?

Assistant Secretary Darcy. The Administration continues to partner with other agencies in establishing priorities. That collaboration informed the development of the FY 2013 Budget. For example, aquatic ecosystem restoration investments in the California Bay Delta, Chesapeake Bay, and Gulf Coast were all guided by interagency action plans for restoration of those priority ecosystems.

Mr. Nunnelee. Can you furnish us a complete list of partially completed construction projects which have active project partnership agreements in effect, which are still firmly supported by the local sponsors, which have had active construction activity within the past three years but which are not among your recommendations for funding for fiscal year 2013?

Assistant Secretary Darcy. Yes. See attached spreadsheet which identifies 115 projects that meet these criteria. Some projects were not funded because they have pending Post Authorization Change Reports, need additional authority to proceed, or do not require additional funds to complete construction.

Mr. Nunnelee. Also, could you indicate on this list those instances where other federal agencies have made financial commitments, the amount of federal funds committed by each agency and your plan for each project showing how the Corps intends to assure those financial commitments aren't wasted.

Assistant Secretary Darcy. There are 4 projects on this list where other Federal agencies have made financial commitments:

Response to FY 2013 House E&W QFR#66

Partially Completed Construction Projects (Civil Works) with Active PPAs, Local Sponsor Support, active construction in FY 2009, FY 2010, or FY 2011, but not included in the FY 2013 Budget (As of: 16 Aug 12)

						AS OF 24 Aug 12
	Dist	Name	State	FY Construction Work was conducted (Y or N1)	CWIS	FY Construction Work was conducted (FY09-FY11)
	LRB	ONONDAGA LAKE, NY	NY	Y	75512	(FY09, FY10, FY11)
	LRC	COOK COUNTY INFRASTRUCTURE, IL	IL	Y	169675	(FY09, FY10, FY11)
	LRC	CALUMET REGION, IN	IN	Y	76276	(FY09, FY10, FY11)
	LRC	INDIANA HARBOR, CONFINED DISPOSAL FACILITY, IN	IN	Y	75535	(FY09, FY10, FY11)
	LRC	LITTLE CALUMET RIVER BASIN, CADY MARSH DITCH, IN	IN	Y	12385	(FY09, FY10, FY11)
	LRC	GREAT LAKES FISHERIES AND ECOSYSTEM RESTORATION, IL, IN, MN, NY, OH, PA, and WI	OH	Y	53991	(FY10, FY11)
	LRC	CHICAGO SHORELINE, IL	IL	Y	13099	FY09
	LRH	SOUTHERN AND EASTERN KENTUCKY ENVIRONMENTAL INFRASTRUCTURE,	KY	Y	75523	(FY09, FY10, FY11)
	LRH	ISLAND CREEK BASIN IN AND AROUND LOGAN, WEST VIRGINIA	WV	Y	75456	FY11
	LRH	SOUTHERN WEST VIRGINIA ENVIRONMENTAL INFRASTRUCTURE, WV (SEC	WV	Y	14183	(FY09, FY10, FY11)
	LRH	OHIO & NORTH DAKOTA ENVIRONMENTAL INFRASTRUCTURE, OH & ND (S (For OH portion)	ND	Y	13692	(FY09, FY10, FY11)
	LRH	CENTRAL WEST VIRGINIA, WV	WV	Y	76285	(FY09, FY10, FY11)
	LRL	INDIANAPOLIS, WHITE RIVER (NORTH), IN	IN	Y	12759	(FY09, FY10, FY11)
	LRL	OHIO RIVER GREENWAY PUBLIC ACCESS, IN	IN	Y	13151	(FY09, FY10, FY11)
	LRL	UNIVERSITY OF DAYTON PH 2, OH	OH	Y	137729	FY11
	LRL	OHIO RIVERFRONT, CINCINNATI, OH	OH	Y	14749	(FY10, FY11)
	LRP	SOUTH CENTRAL PA ENVIRONMENTAL IMPROVEMENT, PA	PA	Y	13182	(FY09, FY10, FY11)
	LRP	Three Rivers Wet Weather Demo Program, PA	PA	Y	76340	(FY09, FY10, FY11)
	MVK	MISSISSIPPI ENVIRONMENTAL INFRASTRUCTURE, MS	MS	N	76344	
	MVM	DESOTO COUNTY WASTEWATER TREATMENT, MS	MS	Y	13701	FY09, FY10, FY11
	MVN	COMITE RIVER, LA	LA	Y	77059	FY09, FY10
	MVN	EAST BATON ROUGE PARISH ENVIRONMENTAL INFRASTRUCTURE, LA	LA	Y	75538	FY11
	MVN	LAKE PONTCHARTRAIN AND VICINITY, LA (HURRICANE PROTECTION)	LA	Y	9350	FY09, FY10, FY11
	MVN	LIVINGSTON PARISH ENVIRONMENTAL INFRASTRUCTURE	LA	N	75554	
	MVN	SOUTHEAST LOUISIANA, LA	LA	Y	75517	FY09, FY10, FY11
	MVN	WEST BANK AND VICINITY, NEW ORLEANS, LA	LA	Y	76243	FY09, FY10, FY11
	MVP	BRECKENRIDGE, MN	MN	Y	150029	FY09, FY10, FY11
	MVP	CROOKSTON, MN	MN	N	12551	
	MVP	NORTHEASTERN MINNESOTA ENVIRONMENTAL INFRASTRUCTURE, MN	MN	Y	13682	FY09, FY10, FY11
	MVP	ROSEAU, MN	MN	Y	81539	FY10, FY11
	MVP	GRAND FORKS, ND - EAST GRAND FORKS, MN	ND	Y	74990	FY09, FY10, FY11

	MVP	NORTH DAKOTA INFRASTRUCTURE, ND	ND	Y	142483	FY09, FY10, FY11
	MVP	SHEYENNE RIVER, ND	ND	Y	75011	FY09, FY10
	MVP	NORTHERN WISCONSIN ENVIRONMENTAL ASSISTANCE, WI	WI	Y	76335	FY09, FY10, FY11
	MVP	PORTAGE, WI	WI	N	12411	
	MVR	DAVENPORT, IA	IA	Y	74987	FY11
	MVR	DES MOINES AND RACCOON RIVERS, IA	IA	Y	13490	FY09, FY10, FY11
	MVR	DES MOINES RECREATION RIVER AND GREENBELT, IA	IA	Y	73458	FY09, FY10, FY11
	MVR	ILLINOIS RIVER BASIN RESTORATION , IL	IL	Y	13818	FY09, FY10, FY11
	MVS	MADISON AND ST. CLAIR COUNTIES, IL	IL	Y	76312	FY10, FY11
	MVS	BOIS BRULE DRAINAGE AND LEVEE DISTRICT, MISSOURI	MO	Y	91549	FY09, 10 & 11
	MVS	MERAMEC RIVER BASIN, VALLEY PARK LEVEE, MO	MO	Y	75412	FY10, FY11
	MVS	ST. LOUIS, MO (COMBINED SEWER OVERFLOW)	MO	Y	75543	FY09, 10 & 11
	MVM	BAYOU METO BASIN, AR (MR&T)	AR	Y	81307	FY10,FY11
	MVM	GRAND PRAIRIE REGION, AR (MR&T)	AR	Y	81266	FY09, FY10, FY11
	MVM	ST. FRANCIS RIVER & TRIBUTARIES, AR AND MO (MR&T) NO PPA, NOT COST SHARED	AR, MC	Y	17320	FY09, FY10, FY11
	MVS	CAPE GIRARDEAU (FLOODWALL), MO	MO	Y	75574	FY09, FY10, FY11
	MVS	MELVIN PRICE LOCK AND DAM, IL & MO	MO, IL	Y	902	FY09, FY10, FY11
	NAB	WASHINGTON, DC & VICINITY	DC	Y	73511	10,11
	NAB	ATLANTIC COAST OF MARYLAND, MD (Renourishment)	MD	Y	13056	10,11
	NAB	CHESAPEAKE BAY ENV RESTORATION AND PROTECTION, MD, VA & PA	MD	Y	21791	9
	NAB	LACKAWANNA RIVER, SCRANTON, PA	PA	Y	12478	09, 10, 11
	NAB	WYOMING VALLEY, PA (LEVEE RAISING)	PA	Y	12393	09, 10, 11
	NAN	JOSEPH G MINISH HISTORIC WATERFRONT PARK,NJ	NJ	Y	76209	09, 10
	NAN	SANDY HOOK TO BARNEGAT INLET, NJ (Renourishment)	NJ	Y	73633	9
	NAN	BDOB ORCHARD BEACH, BRONX NY (Initial nourishment)	NY	Y	86140	11
	NAN	EAST ROCKAWAY INLET TO ROCKAWAY INLET AND JAMAICA BAY, NY	NY	N	5210	
	NAN	NEW YORK CITY WATERSHED, NY	NY	Y	5518	09, 10, 11
	NAN	LAKE CHAMPLAIN WATERSHED INITIATE,VT	VT	Y	76367	N/A
	NAO	NORFOLK HARBOR AND CHANNELS, CRANEY ISLAND, VA	VA	N	10585	
	NAO	NORFOLK HARBOR AND CHANNELS, VA (DEEPENING)	VA	N	76125	
	NAO	SANDBRIDGE BEACH, VA	VA	N	13101	
	NAO	VIRGINIA BEACH, VA (HURRICANE PROTECTION)	VA	Y	75213	9
	NAP	DELAWARE COAST PROTECTION, DE (Renourishment)	DE	Y	73809	09, 10, 11
	NAP	DELAWARE COAST, BETHANY BEACH TO SOUTH BETHANY BEACH (Renourishment)	DE	Y	13567	09, 11
	NAP	DELAWARE COAST, CAPE HENLOPEN TO FENWICK ISLAND, DE	DE	N	13604	
	NAP	DELAWARE COAST, REHOBOTH BEACH TO DEWEY BEACH, DE (Renourishment)	DE	Y	13082	09, 11
	NAP	BRIGANTINE INLET TO GREAT EGG INLET (ABSECON ISLAND), NJ (Renourishment)	NJ	Y	13084	10, 11
	NAP	BRIGANTINE INLET TO GREAT EGG INLET, BRIGANTINE ISLAND, NJ (Renourishment)	NJ	Y	13602	10, 11
	NAP	TOWNSENDS INLET TO CAPE MAY INLET, NJ (Renourishment)	NJ	Y	13083	09,10, 11
	NAP	SOUTHEASTERN PENNSYLVANIA, PA	PA	Y	75531	10, 11
	NWK	BLUE RIVER BASIN, KANSAS CITY, MO	MO	Y	12563	FY09, FY10, & FY11
	NWK	SWOPE PARK INDUSTRIAL AREA, KANSAS CITY, MO	MO	N	12821	
	NWO	RURAL MONTANA, MT	MT	Y	76331	FY09, FY10, FY11
	NWO	OHIO & NORTH DAKOTA ENVIRONMENTAL INFRASTRUCTURE, OH & ND (S	ND	Y	13692	FY09, FY10, FY11

	NWO	SAND CREEK WATERSHED, SAUNDERS COUNTY, NEBRASKA	NE	Y	13625	FY09, FY10, FY11
	NWO	WESTERN SARPY COUNTY AND CLEAR CREEK	NE	Y	13811	FY09, FY10, FY11
	NWO	BIG SIOUX RIVER, SIOUX FALLS, SD	SD	Y	12695	FY09, FY10, FY11
	NWP	COLUMBIA RIVER CHANNEL IMPROVEMENTS, OR & WA	WA	Y	10320	FY09, FY10, FY11
	NWS	RURAL IDAHO, ID	ID	Y	75575	FY09,10,11
	NWS	RURAL MONTANA, MT	MT	Y	76331	FY09,10,11
	NWS	PUGET SOUND AND ADJACENT WATERS RESTORATION, WA	WA	Y	10671	FY10
	NWS	SHOALWATER BAY, WA	WA	N	13725	
	NWW	RURAL IDAHO, ID	ID	Y	75575	FY09, FY10, FY11
	POA	AKUTAN HARBOR, AK	AK	Y	10542	(FY10, FY11)
	POA	UNALASKA HARBOR, AK	AK	Y	13597	(FY09, FY10, FY11)
	SAJ	CEDAR HAMMOCK, WARES CREEK, FL	FL	Y	13416	9, 10, 11
	SAJ	DADE COUNTY, FL	FL	Y	74363	11
	SAJ	PINELLAS COUNTY, FL (Renourishment)	FL	Y	14100	9, 10, 11
	SAJ	RIO DE LA PLATA, PR	PR	Y	54450	9, 10
	SPA	ACEQUIAS IRRIGATION SYSTEM, NM (Ramah Ditch; Acequia Del Liano San Juan Nepomuceno)	NM	Y	14095	(FY09, FY10)
	SPA	ALAMOGORDO, NM	NM	Y	74775	(FY09, FY10, FY11)
	SPA	CENTRAL NEW MEXICO, NM	NM	Y	13798	(FY09)
	SPA	NEW MEXICO ENVIRONMENTAL INFRASTRUCTURE PROGRAM	NM	Y	75578	(FY09, FY10, FY11)
	SPA	Middle Rio Grande Restoration, NM	NM	Y	150889	(FY09, FY10, FY11)
	SPK	FARMINGTON RECHARGE (SEC 502)	CA	Y	13452	(FY09, FY10, FY11)
	SPK	NAPA RIVER, CA	CA	Y	12130	(FY09, 10, 11)
	SPK	SOUTH SACRAMENTO COUNTY STREAMS, CA	CA	Y	13146	(FY09, FY10, FY11)
	SPK	Tahoe Basin Restoration, NV (108)	NV	Y	129454	(FY09
	SPK/SPL	Rural NV Sec. 595 Program	NV	Y	13777	(FY09, 10, 11)
	SPK	Rural UT Sec. 595 Program	UT	Y	125025	(FY09, 10)
	SPL	RIO DE FLAG FLAGSTAFF, AZ	AZ	Y	13329	(FY09, FY10
	SPL	TRES RIOS, AZ	AZ	Y	13398	(FY09, FY10, FY11)
	SPL	TUCSON DRAINAGE AREA, AZ	AZ	Y	12728	(FY09, 10, 11)
	SPL	Nogales Wash, AZ	AZ	Y	012346	(FY09, FY10
	SPL	HARBOR/SOUTH BAY WATER RECYCLING STUDY, LOS ANGELES, CA	CA	Y	13776	(FY09, FY10)
	SPL	MURRIETA CREEK, CA	CA	Y	13400	(FY09, Fy10
	SPL	NORTH VALLEY REGIONAL WATER INFRASTRUCTURE, CA	CA	Y	76356	(FY09, FY10, FY11)
	SPL	SANTA MARIA LEEVES, CA	CA	Y	74740	(09, 10, 11)
	SPL	San Luis Rey, CA	CA	Y	074983	(FY09, FY10, FY11)
	SPL	Surfside-Sunset and Newport Beach, CA	CA	Y	104754	(FY09)
	SPN	San Francisco, CA	CA	Y	320786	(FY11)
	SPN	SAN RAMON VALLEY RECYCLED WATER, CA	CA	Y	76333	(FY09, FY10, FY11)
	SPN	UPPER GUADALUPE RIVER, CA	CA	Y	12559	(09, 10, 11)
	SWF	CENTRAL CITY, FORT WORTH, UPPER TRINITY RIVER BASIN, TX	TX	Y	81525	FY09-FY11
	SWF	DALLAS FLOODWAY EXTENSION, TRINITY RIVER PROJECT, TX	TX	Y	75498	FY09-FY11
	SWF	SAN ANTONIO CHANNEL IMPROVEMENT PROJECT	TX	Y	16100	FY10-FY11
	SWG	CORPUS CHRISTI SHIP CHANNEL, TX	TX	Y	10383	FY09-FY11

	SWG	HOUSTON - GALVESTON NAVIGATION CHANNELS, TX	TX	Y	76185	FY09-FY11
	SWG	TEXAS CITY CHANNEL (50-FOOT PROJECT), TX	TX	Y	10183	FY09-FY11
	SWL	WHITE RIVER MINIMUM FLOWS, AR	AR	Y	13600	FY10

1. ONONDAGA LAKE, NY: EPA committed $125,000 for upgrades at Syracuse Metro Wastewater Treatment Plant. American Reinvestment and Recovery Act funds are being used to meet the Corps share of this project. No additional funds are required.

2. GREAT LAKES FISHERIES AND ECOSYSTEM RESTORATION (GLFER), IL, IN, MI, MN, NY, OH, PA, AND WI: The State Department committed $300,000 and EPA committed $24,400,000 to support projects under the GLFER program. There are no outstanding Corps commitments for additional funding on these projects.

3. WASHINGTON, DC & VICINITY: The Department of Interior-National Park Services committed $1,500,000 in betterments to the completed Civil Works project. No additional funds are needed to complete the current construction project.

4. CENTRAL CITY, FORT WORTH, UPPER TRINITY RIVER BASIN, TX: This project was developed and authorized based on the non-Federal sponsor's master plan, which was not developed in consultation with the Corps and was not formulated based on National Economic Development benefits. This project consists of realigning the river (By-pass channel), adding closure gates, constructing a dam within the channel, and construction of detention (valley) storage. The Corps has completed construction of some of the detention storage features using earmarked funds. Congress also earmarked $18,515,000 for the Federal Highway Administration to construct/relocate three bridges and utilities to specifically accommodate the new bypass channel.

WEDNESDAY, MARCH 28, 2012.

BUREAU OF RECLAMATION

WITNESSES

MICHAEL CONNOR, COMMISSIONER, BUREAU OF RECLAMATION
ROBERT WOLF, DIRECTOR, PROGRAM AND BUDGET

Mr. FRELINGHUYSEN. The meeting will come to order. Good morning.

Our hearing today is on the fiscal year 2013 budget request for the Bureau of Reclamation. I would like to welcome our witness, Michael Connor, Commissioner of Reclamation, back to the subcommittee.

Mr. Commissioner, your Bureau's mission clearly states your primary responsibility is to meet the water demands of the West while protecting the environment and the public's investment in these structures. Water and power remain fundamental to the economy of the Western United States, and the Bureau of Reclamation's activities are critical in meeting those needs.

You are, in fact, if I am correct, the largest wholesale provider of water in the Nation, isn't that correct?

Mr. CONNOR. That is correct.

Mr. FRELINGHUYSEN. While your investments in water supply, delivery, and power are growing more important as population expands in the West, the age of our infrastructure is also increasing. You must find the proper balance between making new investments and maintaining the critical infrastructure you already have, a balance which your budget request tries to strike.

Last year, we talked about another balance, that between your economic development and environmental restoration activities. I regret that this budget request raises even more questions than it answers. While your overall request for fish and wildlife management programs does not increase this year, you do not adequately explain the long-term implications of these proposed investments. In the world of flat budgets, I worry that the potential growth of these environmental projects may significantly eat into your ability to accomplish your primary mission, which is to meet the water demands of the West.

Mr. Connor, please ensure that the hearing record, questions for the record, and any supporting information requested by the subcommittee are delivered in final form to us no later than 4 weeks from the time you receive them. Members who have additional questions for the record will have until the close of business tomorrow to provide them to the subcommittee office.

With that, I turn to Mr. Visclosky, for any opening comments he may wish to give.

[The information follows:]

OPENING STATEMENT
The Honorable Rodney Frelinghuysen
Chairman, Energy and Water Development Subcommittee
House Committee on Appropriations

Hearing on the Bureau of Reclamation
FY 2013 Budget Request
March 28, 2012

I'd like to call this hearing to order. Good morning, everyone. Our hearing today is on the fiscal year 2013 budget request for the Bureau of Reclamation.

I'd like to welcome our witness, Michael Connor, Commissioner of Reclamation, back to the subcommittee.

Mr. Commissioner, your Bureau's mission clearly states your primary responsibility is to meet the water demands of the West, while protecting the environment and the public's investments in these structures. Water and power remain fundamental to the economy of the western United States, and the Bureau of Reclamation's activities are critical to meeting these needs.

While your investments in water supply, delivery and power are growing more important as population expands in the West, the age of your infrastructure is also increasing. You must find the proper balance between making new investments and maintaining the critical infrastructure you already have – a balance which your budget request tries to strike.

Last year we talked about another balance – that between your economic development and environmental restoration activities. I regret that this budget request raises even more questions than it answers. While your overall request for fish and wildlife management programs does not increase this year, you do not adequately explain the long-term implications of these proposed investments. In a world of flat budgets, I worry that the potential growth of these environmental projects may significantly eat into your ability to accomplish your primary mission – to meet the water demands of the West.

Mr. Connor, please ensure that the hearing record, questions for the record, and any supporting information requested by the Subcommittee are delivered in final form to us no later than four weeks from the time you receive them. Members who have additional questions for the record will have until close of business tomorrow to provide them to the Subcommittee office.

With that, I'll turn to Mr. Visclosky for his opening comments.

Mr. VISCLOSKY. Thank you, Mr. Chairman.

Commissioner, welcome. I look forward to your testimony and thank you for joining us.

The Bureau of Reclamation is responsible for providing agricultural, municipal, and industrial water supply in the West. Economies, ecosystems, and communities all rely on the availability of clean water. At a time when demand is increasing and many regions have been hit by extended drought, the Bureau is increasingly being asked to provide solutions to the western water needs while being good stewards of our natural resources. I hope to hear today how the fiscal year 2013 budget request reflects this responsibility, with reduced financial resources.

Reclamation's budget request for Water and Related Resources represents a 4 percent reduction from current year levels; and while we are all interested in finding appropriate places to cut, I have concerns, though, that this reduced request continues to disinvest in the Nation's water resource infrastructure. Therefore, it will be especially important that the subcommittee understands the specific methodology used to arrive at the Bureau's particular set of projects.

Additionally, much of the Bureau's infrastructure was built nearly a century ago. In fact, over half of the Bureau's dams are more than 6 years old. It is critical that Reclamation maintains this aging infrastructure; and, again, I hope today to explore how the budget request provides funding levels that meet the Bureau's responsibility to keep Americans safe while maintaining its dams in proper working order.

Reclamation plays a vital role in delivering water to tribes and rural communities that could not otherwise access clean water, and I appreciate that the administration's budget request attempts to continue to meet the Nation's obligation under the Indian Water Rights Settlements.

We are all interested in ensuring that every dollar is spent effectively and efficiently, and I do look forward to your testimony today.

Mr. Chairman, thank you very much.

[The information follows:]

Visclosky Opening Statement at Hearing on FY13 Budget for the Bureau of Reclamation

March 28th, 2012

Subcommittee Ranking Member Rep. Peter Visclosky

Mr. Connor, welcome back to the Subcommittee. I look forward to your testimony and thank you for joining us today.

The Bureau of Reclamation is responsible for providing agricultural, municipal, and industrial water supply in the West. Economies, ecosystems, and communities all rely on the availability of clean water. At a time when demand is increasing and many regions have been hit by extended drought, the Bureau is increasingly being asked to provide solutions to the West's water needs while being good stewards of our natural resources. I hope to hear today how the fiscal year 2013 budget request reflects this responsibility with reduced financial resources.

Reclamation's budget request for Water and Related Resources represents a four percent reduction from that of 2012. And while we are all interested in finding appropriate places to cut, I have some concerns that this reduced request continues the disinvestment in the nation's water resource infrastructure. Therefore, it will be especially important that the Subcommittee understands the specific methodology used to arrive at the Bureau's particular set of projects and activities.

Additionally, much of the Bureau's infrastructure was built nearly a century ago—in fact, over half of the Bureau's dams are more than 60 years old. It is critical that Reclamation maintain this aging infrastructure, and I hope today to explore how the budget request provides funding levels that meet the Bureau's responsibility to keep Americans safe while maintaining its dams in proper working order.

Reclamation plays a vital role in delivering water to tribes and rural communities that could not otherwise access clean water. I appreciate that the Administration's budget request continues to meet the nation's obligation under the Indian Water Rights Settlements.

We are all interested in ensuring that every dollar is spent effectively and efficiently, and I look forward to your testimony today on how Reclamation plans to accomplish this goal.

Thank you, Mr. Chairman for the time.

Mr. FRELINGHUYSEN. Thank you, Mr. Visclosky.

Mr. Connor, good morning. Thank you for being with us. And you are joined—will you introduce your colleague, Mr. Wolf, and what he does for you?

Mr. CONNOR. Absolutely. With me is Bob Wolf, our Director of Program and Budget at the Bureau of Reclamation, and the fount of all knowledge that I will try to impart to you, and, if not, he is here to really give it to you.

Mr. FRELINGHUYSEN. Well, we welcome you both. Thank you for being here.

Mr. CONNOR. Thank you very much.

Thank you, Mr. Chairman, and thank you, Mr. Visclosky, for the opportunity to discuss Reclamation's fiscal year 2013 budget request.

The overall request for Reclamation is $1 billion, and I have submitted detailed testimony for the record.

The budget reflects a comprehensive set of actions and initiatives that support Reclamation's mission and hundreds of thousands of jobs in the Western United States. Reclamation is employing an all-of-the-above strategy in the area of water resources. Certainty and sustainability, our primary goals with respect to the use of water resources, require Reclamation to take action on many fronts, and our budget proposal was developed with that in mind.

In order to help meet the water and energy needs of the 21st century, we must continue to maintain and improve existing infrastructure, develop new infrastructure, conserve and make more efficient use of limited water resources, protect the environment, better understand and plan for future challenges, and help clarify the relative rights to the use of water.

I will briefly summarize areas of particular interest.

Infrastructure. Overall, the budget supports a need to maintain our infrastructure in safe operating condition. Approximately 52 percent of the Water and Related Resources account is dedicated to OM&R, Operation, Maintenance, and Rehabilitation activities, with 48 percent allocated for Resource Management and Development. OM&R includes the Dam Safety program, Site Security program, and RAX, shorthand for Replacements, Additions, and Extraordinary Maintenance.

With respect to the RAX item, specific funding is included for Reclamation-wide aging infrastructure needs using recently enacted Reclamation authorities such as the Extraordinary Maintenance Loan Program in Public Law 111–11.

A second priority area is WaterSMART. WaterSMART concentrates on expanding and stretching limited water supplies to reduce conflict, facilitate solutions to complex water issues, and meet the growing needs of municipalities, domestic energy development, the environment, and agriculture.

We have established a priority goal to facilitate an increase in available water supply of 730,000 acre feet cumulatively by the end of 2013 through WaterSMART and related programs. The priority goal was first established in 2010, and in its initial 2 years Reclamation has facilitated an additional 488,000 acre feet of water supply in the West. In 2013, Reclamation proposes to fund the various WaterSMART programs at $54 million.

Ecosystem Restoration is a third priority area. In order to meet Reclamation's mission goals—and I think this responds to one of the concerns you raised in your opening statement. In order to meet Reclamation's mission goals of producing power and delivering water in a sustainable manner, we must continue to focus on the protection and restoration of the aquatic and riparian environments affected by our projects. Specifically, the 2013 request provides substantial funding for a number of restoration programs in California, including the Central Valley Project Improvement Act, San Joaquin River restoration, Trinity River restoration, and Bay-Delta initiative.

A number of our ESA Recovery and Compliance programs have received specific authorization from Congress and enjoy broad support from diverse interests. These include the Lower Colorado Multi-Species Conservation Program, the Platte River Recovery Program, the Upper Colorado and San Juan River Endangered Fish Recovery Programs, and the Middle Rio Grande Collaborative Program.

Funding is also being provided in the budget to support the Klamath Basin Restoration Agreement, using existing authorities, and the Yakima River Basin Water Enhancement Program.

A fourth area is Cooperative Landscape Conservation, which is a departmental initiative in which Reclamation is actively engaged. We are developing and implementing a plan to understand and effectively adapt to the array of challenges facing Western water management. The Basin Studies Program, in particular, is part of Interior's Integrated Strategy to respond to the impacts of climate change and other threats to resources managed by the Department.

Reclamation's Science and Technology Program is also devoting substantial resources to support Interior's Climate Science Centers and to provide basic scientific information that supports broad-scale conservation efforts.

Fifth, to support the Department's New Energy Frontier Initiative, the 2013 budget allocates funding to support Reclamation-wide renewable energy initiatives and to collaborate with other entities on renewable energy integration. The funds will be used to continue our efforts in exploring how renewable energy technologies, both hydro and non-hydro, can be added to and integrated with Reclamation projects.

A year ago, Reclamation issued a report identifying 225 megawatts of potential hydropower capacity that could be developed at existing Reclamation facilities. Since the release of that report in March, 2011, there have been 10 projects initiated under our lease of power privilege process and 18 FERC applications filed. We plan on releasing a second report within the next couple of weeks assessing the low-head hydropower potential for Reclamation canals. This will likely identify over another 100 megawatts of capacity possibility.

Overall, the Renewable Energy Program is very active and will support efforts to add capacity to meet the Nation's electricity needs.

Sixth, and finally, Reclamation has a long-standing commitment to the Secretary's goal of strengthening Tribal Nations. The 2013 budget supports this goal through a number of activities and projects, including Fisheries Restoration, Rural Water Projects, and implementation of Water Rights Settlements.

With respect to settlements, the budget includes funding towards four settlements authorized by the Claims Resolution Act of 2010, as well as the Navajo San Juan River Settlement authorized in 2009 and other previously enacted settlements.

Reclamation's goals in implementing settlements are to, one, help tribes realize settlement benefits as quickly as possible; two, ensure certainty in the use of water for tribes and their non-Indian neighbors; and, three, promote economic prosperity in Indian country in both the short and the long term.

Mr. Chairman, we appreciate the continued support of this committee that you have provided to the Bureau of Reclamation. That completes my statement, and I am happy to answer questions.

[The information follows:]

Statement of Michael L. Connor
Commissioner
U.S. Bureau of Reclamation
Before the
House Appropriations Committee
Subcommittee on Energy and Water
On the President's Fiscal Year 2013 Budget
March 28, 2012

Thank you Mr. Frelinghuysen and members of this Subcommittee, for the opportunity to discuss with you the President's Fiscal Year 2013 budget for the Bureau of Reclamation.

I appreciate the time and consideration this Subcommittee gives to reviewing and understanding Reclamation's budget and its support for the program. Reclamation works hard to prioritize and define our program in a manner that serves the best interest of the public.

Our 2013 budget continues support for activities that, both now and in the future, will deliver water and generate power, consistent with applicable State and Federal law, in an environmentally responsible and cost-effective manner. Overall, our goal is to promote certainty, sustainability, and resiliency for those who use and rely on water resources in the West. Success in this approach will help ensure that Reclamation is doing its part to support the basic needs of communities, as well as provide for economic growth in the agricultural, industrial, energy and recreational sectors of the economy. In keeping with the President's pledge to reduce spending and focus on deficit reduction, this budget reflects reductions and savings where possible. The 2013 budget allows Reclamation to fulfill its core mission, but cost savings have been implemented where possible.

The budget also supports the Administration's and Department of the Interior's (Department) priorities to tackle America's water challenges; promote America's Great Outdoors and Cooperative Landscape Conservation; and support and strengthen tribal nations. The Department will continue the WaterSMART Program (with participation from both Reclamation and the U.S. Geological Survey) and Reclamation's budget reflects that priority.

Reclamation's 2013 budget is $1.0 billion, $42.4 million below the 2012 enacted level. Reclamation's budget request is partially offset by discretionary receipts in the Central Valley Project Restoration Fund, estimated to be $39.6 million. The request for permanent appropriations in 2013 totals $174.1 million. The budget proposes the establishment of a new Indian Water Rights Settlement account and a discretionary appropriation for the San Joaquin River Restoration Fund.

As the largest supplier and manager of water in the 17 Western States and the Nation's second largest producer of hydroelectric power, Reclamation's projects and programs are critical to driving and maintaining economic growth in the Western States. Reclamation manages water for agricultural, municipal and industrial use, and provides flood control and recreation for millions of people. According to a June 2011 economic report prepared by the Department, Reclamation activities, including recreation, have an economic contribution of $55 billion, and support nearly 416,000 jobs. Reclamation's 58 hydroelectric power plants generate over 40 million megawatt hours of electricity to meet the annual needs of over 3.5 million households and generates nearly $940 million in revenues for the Federal government. It would take more than 23.5 million barrels of crude oil or about 6.8 million tons of coal to produce an equal amount of energy with fossil fuel. As a result, Reclamation facilities eliminate the production of over 27 million tons of carbon dioxide that would have been produced by fossil fuel power plants.

The 2013 budget allocates funds to projects and programs based on objective, performance-based criteria to most effectively implement Reclamation's programs and its management responsibilities for its water and power infrastructure in the West.

Water and Related Resources

The 2013 budget for Water and Related Resources, Reclamation's principal operating account, is $818.6 million, a decrease of $76.4 million from the 2012 enacted level. This decrease is due, in part, to a shift of $46.5 million for the proposed establishment of the Indian Water Rights Settlement account, and $12.0 million for a discretionary appropriation for the San Joaquin River Restoration Fund.

The 2013 budget includes a total of $395.6 million at the project/program level for water, energy, land, and fish and wildlife resource management and development activities. Funding in these activities provides for planning, construction, water sustainability activities, management of Reclamation lands including recreation areas, and actions to address the impacts of Reclamation projects on fish and wildlife.

The budget also provides a total of $423.1 million at the project/program level for the operation, maintenance, and rehabilitation associated with Reclamation's water and power facilities. Reclamation emphasizes safe, efficient, economic and reliable operation of facilities, ensuring systems and safety measures are in place to protect the facilities and the public. Providing adequate funding for these activities continues to be one of Reclamation's highest priorities.

Highlights of the FY 2013 Budget for Water and Related Resources

I would like to share with the Committee several highlights of the Reclamation budget including an update on the WaterSMART (Sustain and Manage America's Resources for Tomorrow) program, and the Department's priority goal target to enable capability to increase available water supply in the western United States by 730,000 acre feet by the end of 2013 based on cumulative savings since 2009.

WaterSMART Program - The 2013 budget continues to focus resources on expanding and stretching limited water supplies in the West to reduce conflict, facilitate solutions to complex water issues, and meet the growing needs of expanding municipalities, domestic energy development, the environment, and agriculture.

Reclamation proposes to fund WaterSMART at $53.9 million, $6.8 million above the 2012 enacted level. There are five ongoing WaterSMART programs: the WaterSMART Grant program funded at $21.5 million; Basin Studies funded at $6.0 million; the Title XVI Water Reclamation and Reuse program funded at $20.3 million; Water Conservation Field Services program, funded at $5.9 million; and the Cooperative Watershed Management program, funded at $250,000.

Reclamation has budgeted $6.5 million to actively engage in developing and implementing approaches to understand, and effectively adapt to landscape-level conservation challenges, including the impacts of climate change on western water management. The Basin Studies program is part of an integrated strategy to respond to changing impacts on the resources managed by Interior, and is a key component of the WaterSMART initiative. In 2013, the Basin Studies program will continue West-wide risk assessments, coordinated through the Department's Landscape Conservation Cooperatives (LCCs) and focus on the threats to water supplies from changing weather patterns. Reclamation will continue to participate in and lead the Desert and Southern Rockies LCCs. Included within Reclamation's Science and Technology program is water resources research targeting improved capability for managing water resources under multiple drivers, including a changing climate. This research agenda will be collaborated and leveraged with capabilities of the Interior Climate Science Centers.

Supporting Renewable Energy Initiatives – To support the Administration's New Energy Frontier initiative, and the Renewable Energy priority goal, the 2013 Reclamation budget allocates $2.0 million to provide support for the renewable energy initiative and to collaborate with other agencies and entities on renewable energy integration. The funds will be used to explore how other renewable energy technologies can be integrated into Reclamation projects. Reclamation will continue the effort to facilitate the development of sustainable hydropower; optimize Reclamation hydropower projects to produce more energy with the same amount of water; explore hydro pump-storage projects that can help integrate large amounts of variable renewable resources such as wind and solar into the electric grid; and work with Tribes to assist them in developing renewable energy sources. These important projects can help produce cleaner, renewable energy.

Supporting Tribal Nations – Reclamation has a long-standing commitment to realizing the Secretary's goal to strengthen tribal nations. The 2013 budget continues to support that goal through a number of activities and projects ranging from ecosystem restoration to rural water infrastructure and the implementation of water rights settlement. The budget includes $6.4 million for the Native American Affairs Program to continue support of Reclamation activities with Indian Tribes. These activities include providing technical support for Indian water rights settlements and assisting tribal governments to develop, manage and protect their water and related resources. Also, the office provides policy guidance for Reclamation's work with tribes throughout the organization in such areas as the Indian trust responsibility, government-to-government consultations, and Indian self-governance and self-determination.

Rural Water Projects – Congress has specifically authorized Reclamation to undertake the design and construction of seven projects intended to deliver potable water supplies to specific rural communities in the West. Reclamation has been working diligently to advance the completion of all of its authorized rural water projects consistent with current fiscal and resource constraints with the goal of delivering potable water to tribal and non-tribal residents within the rural water project areas. In support of rural communities, the 2013 budget includes a funding increase to advance the construction of rural water projects.

Reclamation has proposed $69.6 million in funding for Reclamation's seven on-going authorized rural water projects. This funding reflects the high priority that the Department and Reclamation place on improving the circumstances of rural economies and those living in rural economies. Tribal and non-tribal people will greatly benefit by this demonstrated commitment to rural water construction.

Specifically, the budget includes $18.0 million for operation and maintenance of tribal features for two projects -- the Mni Wiconi Project and the Garrison Diversion Unit of the Pick-Sloan Missouri Basin Program-- and $51.6 million in construction funding combined for the seven projects: Garrison Diversion Unit, (ND); Mni Wiconi Rural Water System, (SD); Jicarilla Apache Reservation Rural Water System, (NM); Lewis and Clark Rural Water System, (SD, IA, MN); Fort Peck Reservation/ Dry Prairie Rural Water System, (MT); Rocky Boys/ North Central Montana Rural Water System, (MT); and Eastern New Mexico Water Supply Project, (NM). The 2013 Budget includes sufficient funding to complete construction of the Mni Wiconi Project.

Aging Infrastructure – In recognition of the growing need to address aging infrastructure associated with Reclamation projects, the 2013 Reclamation budget includes $7.3 million for a Reclamation-wide Aging Infrastructure program that will make use of recently enacted authorities such as the aging infrastructure program enacted in Public Law 111-11. This funding will address the infrastructure needs of Reclamation projects, which is essential for maintaining system reliability and safety and to support sustainable water management by promoting established asset management practices. This budget will provide additional funding for an increased number of extraordinary maintenance and rehabilitation activities which will enhance the ability of Reclamation and its operating entities to preserve the structural safety of project facilities, while continuing delivery of project benefits.

Dam Safety Program - A total of $87.5 million is budgeted for Reclamation's Safety of Dams program. This includes $67.0 million directed to specific dam safety modifications; of which $15.0 million is for work at Folsom Dam. Funding also includes $19.4 million for safety evaluations of existing dams and $1.1 million to oversee the Interior Department's Safety of Dams program.

Site Security - A total of $26.9 million is budgeted for Site Security to ensure the safety and security of the public, Reclamation's employees, and key facilities. This funding includes $5.9 million for physical security upgrades at high risk critical assets and $21.0 million to continue all aspects of bureau-wide security efforts.

This includes law enforcement, risk and threat analysis, personnel security, information security, risk assessments and security-related studies, and guards and patrols.

Ecosystem Restoration – In order to meet Reclamation's mission goals of generating power and managing water in a sustainable manner for the 21st century, one focus of its programs must be the protection and restoration of the aquatic and riparian environments affected by its operations. Ecosystem restoration involves a large number of activities, including Reclamation's Endangered Species Act recovery programs, which directly address the environmental aspects of the Reclamation mission. These programs also implement important river restoration efforts that support the America's Great Outdoors initiative.

The 2013 budget provides $128.0 million to operate, manage, and improve the Central Valley Project. This amount includes $16.1 million for the Trinity River Restoration program, and $2.9 million for the Red Bluff fish passage to complete post-construction activities of the new pumping plant and fish screen, which will be operational in the Spring of 2012, as well as continued biological and research and monitoring activities.

The budget provides $27.2 million for Lower Colorado River Operations to both fulfill the role of the Secretary as water master for the Lower Colorado River and continue the multi-species conservation program, which is $17.8 million of that total, and provides long-term Endangered Species Act compliance for the river operations.

The budget includes $18.9 million for Endangered Species Act Recovery Implementation programs, which includes $8.0 million in the Great Plains Region to implement the Platte River Endangered Species Recovery Implementation program. This funding will facilitate the implementation of measures to help recover four endangered or threatened species, thereby enabling existing water projects in the Platte River Basin to continue operations, as well as allowing new water projects to be developed in compliance with the Endangered Species Act. This program also includes $8.4 million for the Upper Colorado and San Juan River Endangered Fish Recovery programs. This funding will continue construction of a system that automates canal operations to conserve water by matching river diversions with actual consumptive use demands and redirecting the conserved water to improve in-stream flows. The budget also provides $18.0 million for Columbia/Snake River Salmon Recovery. This funding will be used for the implementation of required Biological Opinion actions including extensive hydro actions, plus tributary habitat and hatchery initiatives as off-sets for the impacts of Federal Columbia River Power System operations.

The 2013 budget includes $7.1 million for Reclamation to move forward with actions that address water supply enhancement and restoration of natural resources that support the Klamath Basin Restoration Agreement and are authorized under existing law. The Klamath Basin Restoration Agreement includes restoration and related activities to reduce conflicts over water between the Upper and Lower Klamath Basins.

The results of the Klamath Dam Removal and Sedimentation Studies conducted over the past several years will be used in discussions over whether or not removing PacifiCorp's four dams on the Lower Klamath River is in the public interest and advances restoration of the Klamath River fisheries. No funds are budgeted in 2013 for this effort.

The 2013 budget includes $22.5 million for the Middle Rio Grande project. Within this amount $8.4 million supports the acquisition of supplemental non-Federal water for Endangered Species Act efforts and low flow conveyance channel pumping into the Rio Grande during the irrigation season. Further, funding will be used for recurring river maintenance necessary to ensure uninterrupted, efficient water delivery to Elephant Butte Reservoir, reduced risk of flooding, as well as water delivery obligations to Mexico.

The Yakima River Basin Water Enhancement project budget is $9.5 million, which will continue funding grants to implement conservation measures that stretch water supplies and improve fishery conditions.

Central Utah Project Completion Act

The 2013 budget proposes to consolidate the CUPCA Program with the Bureau of Reclamation, while maintaining a separate appropriations account for CUPCA. This consolidation is part of broader Administration efforts to implement good government solutions to consolidate and streamline activities when possible. The proposed merger would ensure that all major federal water projects within Interior are managed by Reclamation, ensuring that these projects receive equal consideration and treatment. The 2013 CUPCA budget is $21.0 million, a decrease of $7.7 million from the 2012 enacted level. Of this amount, $1.2 million will be transferred to the Utah Reclamation Mitigation and Conservation Account for use by the Mitigation Commission.

Central Valley Project Restoration Fund

The 2013 budget includes $39.9 million for the CVPRF, a decrease of $13.2 million from the 2012 enacted level. This budget is indexed to 1992 price levels and determined on the basis of a three-year rolling average. This budget is offset by collections estimated at $39.6 million from mitigation and restoration charges authorized by the Central Valley Project Improvement Act. The fund supports a number of programs authorized by the CVPIA, including anadromous fish restoration and the acquisition and delivery of water to State and Federal wildlife refuges.

California Bay-Delta Restoration

The 2013 budget includes $36.0 million for CALFED, pursuant to the CALFED Bay-Delta Authorization Act, a decrease of $3.7 million from the 2012 enacted level. The budget will support implementation of the Bay Delta Conservation Plan, under the following new program activities: $1.9 million for a Renewed Federal-State Partnership, $6.6 million for Smarter Water Supply and Use, and $27.6 million for actions that address the Degraded Bay-Delta Ecosystem.

San Joaquin River Restoration Fund

The 2013 budget funds activities consistent with the settlement of *Natural Resources Defense Council* v. *Rodgers* as authorized by the San Joaquin River Restoration Settlement Act. The Act included a provision establishing the San Joaquin River Restoration Fund to implement the provisions of the Settlement. The Settlement's two primary goals are to restore and maintain fish populations, and restore and avoid adverse water impacts. Under the Settlement, the legislation provides for approximately $2.0 million in annual appropriations from the Central Valley Project Restoration Fund for this purpose, as well as permanent funds of $88.0 million. The legislation also authorized appropriations and Reclamation proposes $12.0 million of discretionary funds for the San Joaquin Restoration Fund account in 2013.

Indian Water Rights Settlements

The 2013 Budget includes $46.5 million in the proposed Indian Water Rights Settlement account. Of this amount, $21.5 million is for implementation of the four settlements included in the Claims Resolution Act of 2010. These settlements will deliver clean water to the Taos Pueblo of New Mexico, the Pueblos of New Mexico named in the Aamodt case, the Crow Tribe of Montana, and the White Mountain Apache Tribe of Arizona. Reclamation is proposing the establishment of an Indian Water Rights Settlements account to assure continuity in the construction of the authorized projects and to highlight and enhance transparency in handling these funds.

In addition to the four settlements, the account also budgets $25.0 million for the on-going Navajo-Gallup Water Supply Project (authorized in Title X of Public Law 111-11). The total for Reclamation's implementation of Indian Water Rights Settlements in 2013 is $106.5 million, $46.5 million in discretionary funding and $60.0 million in permanent authority, which is provided in Title VII of the Claims Resolution Act.

Policy and Administration

The 2013 budget for the Policy and Administration appropriation account, the account that finances Reclamation's central management functions, is $60.0 million.

Research and Development

Reclamation's Science and Technology Program focuses on a range of solutions for supporting the bureau's capability to manage, conserve, and expand water supplies. This year Reclamation's budget includes $13.0 million to support research and development programs which give the highest priority to address the impacts of drought and climate change; mitigation of invasive species such as zebra and quagga mussels; creating new water supplies through advanced water treatment; and advance renewable energy development on Reclamation lands.

Permanent Appropriations

The total permanent appropriation in 2013 of $174.1 million includes $111.1 million for the Colorado River Dam Fund and $60.0 million for Reclamation's Indian Water Rights Settlements account.

Campaign to Cut Waste

Over the last two years, the Administration has implemented a series of management reforms to curb growth in contract spending, terminate poorly performing information technology projects, deploy state of the art fraud detection tools, focus agency leaders on achieving ambitious improvements in high priority areas, and open Government up to the public to increase accountability and accelerate innovation.

In November 2011, President Obama issued an Executive Order reinforcing these performance and management reforms and the achievement of efficiencies and cost-cutting across the government. This Executive Order identifies specific savings as part of the Administration's Campaign to Cut Waste to achieve a 20 percent reduction in administrative spending from 2010 to 2013. Each agency was directed to establish a plan to reduce the combined costs associated with travel, employee information technology devices, printing, executive fleet efficiencies, and extraneous promotional items and other areas.

The Department of the Interior's goal is to reduce administrative spending by the end of 2013, $207 million from 2010 levels. To contribute to that goal, the Bureau of Reclamation is targeted to save $13.5 million by the end of 2013.

FY 2013 Priority Goal for Water Conservation

Priority goals are a key element of the President's agenda for building a high-performing government. The priority goals demonstrate that they are a high value to the public or that they reflect achievement of key Departmental milestones. These goals focus attention on initiatives for change that have significant performance outcomes which can be clearly evaluated, and are quantifiable and measurable in a timely manner. Reclamation's participation in the Water Conservation priority goal helps to achieve these objectives.

Reclamation's water conservation efforts are critical to sustain the economy, environment, and culture of the American West. Competition for finite water supplies is increasing because of population growth, ongoing agricultural demands, and increasingly evident environmental needs. With increased emphasis on domestic energy development, additional pressure is placed on limited water supplies, as significant amounts of water may be required for all types of energy development. At the same time, climate change, extended droughts, and depleted aquifers are impacting water supplies and availability.

In response to these demands, by the end of 2013, Reclamation will enable capability to increase available water supply for agricultural, municipal, industrial, and environmental uses in the western United States by 730,000 acre feet cumulatively since 2009 through its conservation-related programs, such as water reuse and recycling (Title XVI), and WaterSMART grants.

Moreover, Reclamation's Water Conservation program addresses a range of other water supply needs in the West. It plays a significant role in restoring and protecting freshwater ecosystems consistent with applicable State and Federal law, enhancing management of our water infrastructure while mitigating for any harmful environmental effects, and understanding and responding to the changing nature of the West's limited water resources.

Finally, the 2013 budget demonstrates Reclamation's commitment to meeting the water and power needs of the West in a fiscally responsible manner. This budget continues Reclamation's emphasis on managing those valuable public resources. Reclamation is committed to working with its customers, States, Tribes, and other stakeholders to find ways to balance and provide for the mix of water resource needs in 2013 and beyond.

Conclusion

This completes my statement. I would be happy to answer any questions that you may have at this time.

Mr. FRELINGHUYSEN. I don't want to call any attention to the fact that we don't have so many members here this morning, but I can tell you that when I did mention to some of my Western colleagues that you were here they have a keen interest in what you do. We, of course, as a committee have a keen interest in terms of your responsibilities. So we speak on their behalf. And, as they are available—there are like 10 or 12 simultaneous committee meetings going on with ours here—hopefully, they will come in and be able to direct some questions specifically to their State's needs.

But we certainly want to highlight the importance of your work. You have responsibility for a lot of people in your—shall we say, under your umbrella, right?

Mr. CONNOR. Yes, in our service area in the West. Absolutely.

Mr. FRELINGHUYSEN. As I mentioned in my opening statement, I believe we should be focusing limited funding on those activities that are most likely to have economic benefits and that will do the most to support our economy and job growth.

Commissioner, can you give us more detail on how Reclamation prioritizes your many demands for funding and to what extent your budget request takes into consideration the economic impacts of the activities to be funded?

Mr. CONNOR. Certainly. Let me give kind of an overview real quick about how we look at the economic activity that we support.

I would say, overall, we look at our role as twofold. We sustain existing jobs. Those economies that are built up around our projects and the investments that we make in infrastructure obviously help to create jobs and immediate economic activity with large construction projects, and we still have a strong role at that.

In that first area of sustaining economic activity, that is certainly one of the priorities that we take into account.

Mr. FRELINGHUYSEN. That is a historic responsibility, isn't it?

Mr. CONNOR. I believe so. And I look at two areas. Aging of our infrastructure needs, obviously, are part and parcel of what we need to do to sustain the economic activity; and we have an array of programs through dam safety, through site security, through our rehabilitation improvement programs where we continually inspect, work with our partners, identify needs that are out there, assess risks, particularly in the Dam Safety program. We have a pretty involved risk assessment process. And we make the investments that we think are needed; and, of course, we make some tough decisions every year about what we might do this year versus what we think we can delay until next year.

So infrastructure needs, I think, surface to the priority when we are putting together our budget.

Mr. FRELINGHUYSEN. Are they your top priority?

The issue, obviously, we are driving towards, there is some concern you have been migrating into, shall we say, some areas that have an unenvironmental-like perspective, and each one of those may have some individual justification, but there is some concern that you have left your historical base where there are some acute infrastructure needs and costs and that you are going off into other areas.

Mr. CONNOR. Well, I guess my perspective on that is that infrastructure is certainly one of the top priorities, and I look at it as probably one of the top two priorities. The other one is with respect to how do we sustain these operations that we need to do. Irrespective of the infrastructure is in great shape, we have an impact on certain resources; and that is where I think what you see is a transition to environmental restoration work. I look at it as part and parcel and integral to our overall mission.

Mr. FRELINGHUYSEN. Well, let's say they are, and some of these have been initiated, but some of them are pretty costly.

Mr. CONNOR. Yes.

Mr. FRELINGHUYSEN. And one of our concerns is that, as the staff looks over your budget, there doesn't seem to be the analysis and justification for a lot of these commitments that go into the future.

Mr. CONNOR. Well, perhaps we should——

Mr. FRELINGHUYSEN. Is it that open-ended? I mean——

Mr. CONNOR. Oh, gosh, no. There is intense analysis on an annual basis.

Mr. FRELINGHUYSEN. But the issue is, how can we afford all that—once you get the camel under the tent here, how are you going to afford all of these projects which individually, to your mind and others perhaps, have considerable merit?

Mr. CONNOR. Well, right now, we are keeping up with our obligations. We think our infrastructure is in safe condition.

With respect to the environmental legal obligations that we have, we do think that we are keeping up with those programs; and that is the analysis that we undertake every year—What do we need to be doing to maintain compliance with, certainly, the Endangered Species Act?

There are also a lot of State environmental laws which apply to our operations, and we have to make a large number of investments every year to ensure that we are in compliance with those water quality programs.

Mr. FRELINGHUYSEN. The committee directed you, I think, specifically to complete a 5-Year Plan.

Mr. CONNOR. A 5-Year Plan with respect to?

Mr. FRELINGHUYSEN. Reclamation, where you are going in all of these areas.

Mr. CONNOR. I am not aware of where we are with respect to that plan, but I will immediately——

Mr. FRELINGHUYSEN. I believe we directed you to do that in our last bill report—if we have limited funding, flat funding, and have initiated a lot of your historic responsibilities, which you put at the top of the pyramid. Have you laid out a game plan as to how you are going to achieve all of these other important missions?

Mr. CONNOR. Yes, I know that in every budget cycle we work on that game plan; and we have identified areas that, quite frankly, are going to be very challenging as we get into the 2014, 2015, 2016 environment. And some of them do have to do with restoration programs. Some of them have to do with other legal obligations that we have for developing new infrastructure associates. So I think we will certainly be able to put together that 5-Year Plan.

Mr. FRELINGHUYSEN. Part of this subcommittee's difficulty in evaluating your budget proposal and how you are prioritizing what you are doing is that the justifications that you give us do not include very much information on the total cost estimates or other related information on future obligations. That is our perspective, and I suppose what we are trying to do today is get from you a commitment to work with us to refine your budget justification to include what we think to be pretty useful information.

Mr. CONNOR. Yes. Absolutely. You have that commitment. And I can tell you off the top of my head, we have identified over the next 10- to 20-year periods, about $6 billion in needs.

Mr. FRELINGHUYSEN. We will take 5 years, but if you want to give us a 20-year perspective we will be happy to have that.

Mr. CONNOR. Well, we will definitely give you the 5, and I will probably try and paint a larger picture.

Mr. FRELINGHUYSEN. As I remember, I thought we had something in there giving you some direction, sort of a game plan for the next 5 years.

Mr. CONNOR. I consider this discussion here a direction.

Mr. FRELINGHUYSEN. Okay, good.

Mr. Visclosky.

Mr. VISCLOSKY. Thank you, Mr. Chairman.

Commissioner, I have supported funding to meet the government's obligation to provide clean water to tribes and rural populations—I talked about it in my opening remarks—and appreciate that the budget request includes $69.6 million for this purpose, which is a $4.5 million increase over the current year level, but would note that half of the funding goes to complete a project. I'm not necessarily complaining that you are completing a project, just making the note.

Beyond finishing the last authorized increment of the Mni Wiconi Project, can you give us an update on the status of all the other currently authorized projects and what is your backlog for the unfunded activities?

Mr. CONNOR. The unfunded activities with respect to our Rural Water program—overall of that $6 billion figure that I quoted is about $1.3 billion in backlog activities. That is as it exists today, in fiscal year 2012.

Mr. VISCLOSKY. Today.

Mr. CONNOR. With respect to the percentage completed, I guess, we have that data and certainly could provide it for the record. I would say, quite frankly, we have seven ongoing authorized Rural Water projects. We are anywhere between just starting, like Eastern New Mexico, all the way to others that are about 70 percent complete.

Mni Wiconi, as you noted, we look at the commitment made in this last budget cycle, fiscal year 2013, as completing our obligations for Mni Wiconi; and that is certainly one of our priorities.

Criteria in moving forward, includes how close are we to completion of a project. We want to prioritize work in phases to get those projects complete. That is one of several priorities.

Mr. VISCLOSKY. And is Wiconi one of the seven you enumerated that needs to be completed?

Mr. CONNOR. Yes. Yes, sir.

Mr. VISCLOSKY. As far as the backlog and looking at future funding, do you see years looking ahead—let's say 5 years—whether the funding will be relatively steady, or will you hit a year or two where you will need a significant increase in funding relative to some of these projects?

Mr. CONNOR. On the Rural Water programs, specifically?

Mr. VISCLOSKY. Yes.

Mr. CONNOR. I would like to strive to keep the funding level steady. You know, it did take a dip in the fiscal year 2012 budget. Congress had provided some additional resources, and so we are pretty consistent between 2012 and where we are in 2013, and that certainly was very helpful to the overall program. I think we need to try and keep that program as high as we can, and that is what we tried to do in the 2013 budget. It needs to stay there if we are going to make meaningful progress.

Mr. VISCLOSKY. You wouldn't see a spike, given the characteristics, of any of the other remaining seven projects that would necessitate some increase because of specific project components?

Mr. CONNOR. A couple things. In other programs where we have certain legal obligations and compliance needs, you see spikes because we have got to get something done. In the Rural Water program, it is an authorization. It is a very needed program for those constituencies who have programs, who have been authorized. Where there is not a legal obligation, so what we are trying to do is keep the funding level as high as we can and plan out how we can complete phases.

Now, I raise that distinction because there may be some time when we may look at completing a phase in a certain project, you know. Maybe, requiring another $10 million or something to that effect. Then you may see a little bit of a spike because we think it is important from an efficiency standpoint and a construction management standpoint to try and do that all in one block.

Mr. VISCLOSKY. So you are trying to balance those out. In this case, half the fund would go to complete it, but your funding level essentially remains fairly static.

Mr. CONNOR. Yes, that is correct, sir.

Mr. VISCLOSKY. Understanding that you have essentially seven settlements you are working on at this point, you have negotiations going on relative to water rights. Any near completion? Any anticipation as to new settlements that will be achieved and new projects that will come on line that we ought to be aware of as far as potential costs?

Mr. CONNOR. There have been two settlements that have been introduced in Congress. I don't know if both in the House and Senate, but certainly on the Senate side that I am familiar with, where, basically, the tribes involved and the States involved have reached an agreement. And now the question is whether the Federal Government can be supportive of those settlements.

The two are Black Feet in Montana and Navajo and Hopi tribes in the Little Colorado River system in Arizona. Those are the two that I am aware of, pretty significant sized settlements.

We are actively working as a Department and an administration on working through issues that we have with the legislation that has been introduced to resolve those settlements, so it is very active. We are trying to get to a point where we can be supportive.

Those discussions are ongoing at this point in time, but there is a lot of activity in those areas.

Mr. VISCLOSKY. Okay, Commissioner, in the 2012 bill, we included a provision that required the Bay-Delta Conservation Plan Final Environmental Impact Statement to be issued no later than February 15th of next year. It appears that some groups in the Delta believe that the Federal agencies will not adequately analyze all alternatives, nor that the time frame allowed will provide for proper coordination and analysis. Would you comment from your perspective as far as the development of that final impact statement?

Mr. CONNOR. That is a very aggressive timeline, but we have been supportive of a very aggressive timeline with respect to the Bay-Delta Conservation Plan because of the strong needs that we see in the Delta.

I can say, though, that the deadline was also in the context of the need to comply with all of our legal obligations. So the deadline on the Bay-Delta Conservation Plan will not trump the need for good science analysis and coordination. We are moving expeditiously hand in hand with the State of California, and I can say from right now that is a very aggressive timeline from where I sit. There might need to be some adjustments based on where we are in the analysis.

Mr. FRELINGHUYSEN. Will the gentleman yield?

Mr. VISCLOSKY. Sure.

Mr. FRELINGHUYSEN. Just taking the California Bay-Delta restoration, does it have measurable goals, milestones? You know, I know there is certain environmental things that you have to, objectives that you have to meet which are perhaps legal, but what about cost estimates? And does it have a defined endpoint?

I ask this somewhat in the context of all of these environmental restoration projects. Let's have some comments on this particular one here. This is the Appropriations Committee. We sort of want to know what is the——

[The information follows:]

Transcript Question from Chairman Frelinghuysen

House Appropriations Energy and Water Development Subcommittee, 2013 Budget Hearing Transcript, Pages 23-24.

Mr. Frelinghuysen. "Just taking the California Bay Delta Restoration, does it have measureable goals, milestones? You know, I know there is certain environmental things that you have to, you know, objectives that you have to meet which are perhaps legal, but what about cost estimates? And does it have a defined endpoint"

Question. Does it (Bay-Delta Restoration) have measurable goals, milestones?

Answer. The Bay-Delta conservation Plan (BDCP) is currently in the planning phase. Though the BDCP draft Environmental Impact Statement/Report EIS/R) was initially expected to be available June of 2012, the release date has been pushed back due to the need to review the recently revised scientific analysis of habitat restoration, water flows and other ecological measures and there has been no indication how this may affect the final release expected in 2013, as noted on the BDCP website. The BDCP is expected to be a clear plan with measurable goals, appropriate milestones and measures, realistic cost estimates, and a defined endpoint.

Mr. Frelinghuysen. "I know there is certain environmental things that you have to, you know, objectives that you have to meet which are perhaps legal…"

Question. What are the cost estimates?

Answer. The Public Draft of the BDCP EIS/R will include estimates of what it will cost to implement each of the conservation measures within the BDCP.

Question. And, does it have a defined endpoint?

Answer. In 2013, it is anticipated that the BDCP will be submitted to the State and Federal regulatory agencies for permit consideration and a final Environmental Impact Statement(EIS)/Report will be released. The final EIS Report will include a defined endpoint.

Question. We would like to know how much they are going to cost in the out years?

Answer. The public draft of the BDCP is anticipated to include implementation cost estimates in the out years including 5 year increments over the next 50 years.

Reclamation's support for BDCP implementation through the California Bay-Delta Restoration appropriation is uncertain as the California Bay-Delta Restoration appropriation authority expires September 30, 2014.

Mr. CONNOR. Are these investments working?

Mr. FRELINGHUYSEN. Yes.

Mr. CONNOR. Absolutely.

Mr. FRELINGHUYSEN. And we don't have the information, quite honestly, just where I am coming from is that we are lacking a lot of the information that we need relative to how much these projects are going to cost. The locals can debate whatever they want. But we would like to know how much they are going to cost in the outyears.

Mr. CONNOR. Right, and we can provide additional information.

Mr. FRELINGHUYSEN. I thank the gentleman for yielding.

Mr. CONNOR. We can supply you with our projections of what these programs are going to cost.

[The information follows:]

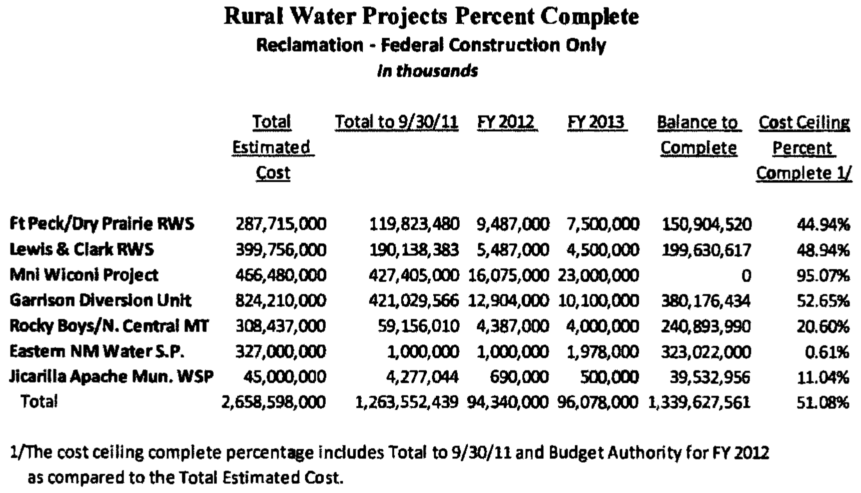
Rural Water Projects Percent Complete

Mr. Visclosky. Beyond finishing the last authorized increment of the Mni Wiconi Project, can you give an update on the status of all the other currently authorized projects and what is your backlog for the unfunded activities?

Mr. Connor. The unfunded activities with respect to our Rural Water program – overall of that $6 billion figure that I quoted is about $1.3 billion in backlog activities. That is as it exists today in fiscal year 2012.

Question. Mr. Connor: "With respect to the percentage completed, I guess, we have that data and certainly could provide it for the record."

Answer.



Rural Water Projects Percent Complete

Reclamation - Federal Construction Only

In thousands

	Total Estimated Cost	Total to 9/30/11	FY 2012	FY 2013	Balance to Complete	Cost Ceiling Percent Complete 1/
Ft Peck/Dry Prairie RWS	287,715,000	119,823,480	9,487,000	7,500,000	150,904,520	44.94%
Lewis & Clark RWS	399,756,000	190,138,383	5,487,000	4,500,000	199,630,617	48.94%
Mni Wiconi Project	466,480,000	427,405,000	16,075,000	23,000,000	0	95.07%
Garrison Diversion Unit	824,210,000	421,029,566	12,904,000	10,100,000	380,176,434	52.65%
Rocky Boys/N. Central MT	308,437,000	59,156,010	4,387,000	4,000,000	240,893,990	20.60%
Eastern NM Water S.P.	327,000,000	1,000,000	1,000,000	1,978,000	323,022,000	0.61%
Jicarilla Apache Mun. WSP	45,000,000	4,277,044	690,000	500,000	39,532,956	11.04%
Total	2,658,598,000	1,263,552,439	94,340,000	96,078,000	1,339,627,561	51.08%

1/The cost ceiling complete percentage includes Total to 9/30/11 and Budget Authority for FY 2012 as compared to the Total Estimated Cost.

Mr. CONNOR. Then the question—I think the one you have asked is the one I am asking and others within the administration are asking. We need to better define the metrics and the goals and objectives of these programs so that we can not only articulate how much they cost but what progress we are making on the ground. We have done that in some cases.

Mr. FRELINGHUYSEN. If the gentleman will continue to yield. And do you have sort of an independent verification of the adequacy of the plans, assuming we get the information, and is it GAO or some sort of a peer review of what each of these projects is doing?

Mr. CONNOR. Well, in each of the Recovery programs that we have got now, we are trying to move them to better metrics, clearer metrics; and I think when we do that, and we do that as part of a Science program, we do need to have peer review. That is part of our obligation now as we enter into scientific reports. So, yes.

Getting back to Bay-Delta, I want to answer your specific question. We have a bunch of programs right now, the Central Valley Project Improvement Act, where we have got some statutorily defined goals and objectives. We are going back, and because of criticism of those programs, the way they have been implemented over the last decade, we are going back and creating a more science-based foundation for those programs with the idea of coming up with goals and objectives.

The Bay Delta Conservation Plan, BDCP, that the ranking member raised is clearly one that, for there to be a BDCP that is in place, it is going to have very defined goals and objectives. That is the foundation for the plan.

Mr. FRELINGHUYSEN. I just want to make sure that the defined goals and objectives include fiscal estimates.

And for the record, would you please provide, if the gentleman will yield, an estimated completion date for the Central Valley Restoration Projects, the Bay-Delta Restoration Project, San Joaquin River Restoration, Klamath Basin Restoration, Columbia River Salmon Ecosystem Restoration Program based on two scenarios. The committee would like a view of the historic levels of funding and the optimum or capability level funding.

Mr. CONNOR. Yes. We will provide that.

Mr. FRELINGHUYSEN. I thank the gentleman for yielding me so much time.

Mr. VISCLOSKY. No, Mr. Chairman, just one more question. I realize Mr. Simpson is here as well.

On dam safety, if you could describe to us how, with the aging infrastructure, the Bureau is prioritizing work on dams. Specifically in 2013, how much of the moneys will be going to Folsom and when do you think Folsom will be done? And, again, looking ahead, if you would, over a 5-year increment, do you see again an increase, a spike in the funds necessary to make sure that we have safe facilities here?

Mr. CONNOR. Yes, with respect to Folsom, for the majority of the work that has been done in partnership between Bureau of Reclamation and the Corps of Engineers—the spike has already happened. For instance, this is one of the things that has led us to have some flexibility with respect to the Dam Safety program. In 2010, $50 million for Folsom; 2011, $45 million for Folsom; 2012,

$30 million for Folsom; 2013 budget request, $15 million for Folsom. So we are in a downward trend, although I would note that next year, to keep on schedule, the projection for Folsom is that it would ramp back up to $35 million. Then——

Mr. VISCLOSKY. In 2014.

Mr. CONNOR. In 2014. Then Folsom will go 15, 2, and 1 million to completion in the following 3 fiscal years.

So we had a high level of investment. It has come down consistent with our schedule. We are not shirking our schedule. We are not cutting corners or anything like that. We will have another spike, and then it is going to go down rapidly.

Mr. VISCLOSKY. You will be done in fiscal year 2017.

Mr. CONNOR. Yeah, we are looking at a residual $1 million in 2018.

Mr. VISCLOSKY. 2018. Okay.

Mr. CONNOR. In 2018. And I think that will probably be cleanup, because I think the schedule we have with the Corps right now does have us finishing in 2017.

Mr. VISCLOSKY. Okay. With that spike, for example, and looking ahead to other dams and facilities, is there an anticipation that budget item by necessity is going to have to go up?

Mr. CONNOR. Overall, based on what we know about the inspections and the work that we have planned out for the next 5-plus years with respect to dam safety, we should be in a fairly consistent funding level. We think that the work that we have planned out will fit within the budget that we currently have.

Mr. VISCLOSKY. Including the $35 million?

Mr. CONNOR. Yes, including the $35 million. Yeah, that is part of our plan.

Mr. VISCLOSKY. Okay.

Mr. CONNOR. Now, we do have every once in a while some situations that occur kind of suddenly, like Red Willow in Nebraska. But, fortunately, with Red Willow, we are handling that within our plan to address the deficiencies in that dam. We are also fitting that within our overall budget. It was just one of those things that wasn't—you know, 3 years ago, it was not part of our 5-year plan, to be blunt. So based on the inspection process and things going on on the ground, we discovered a deficiency that needed to be addressed and needed to be incorporated.

So that is part of the overall program. Yes, it is the ongoing construction activities, to address the needs that we have in rehabilitating some of these facilities, but our SEED program, our Inspection program of existing dams, that is going to stay constant, too, pretty much in the $18- to $19-million range so that we can continue the very rigorous review of the condition of these facilities.

Mr. VISCLOSKY. Thank you, Mr. Chairman.

Mr. FRELINGHUYSEN. Thank you, Mr. Simpson.

Mr. SIMPSON. Thank you, Mr. Chairman.

We are getting toward the end of our hearing schedule on most agencies. I am down conducting my last one in the Interior Subcommittee right now, but I wanted to take a second and come up here and actually bring up two issues with you, and, actually, both of them are compliments to your agency.

First, I want to thank you for quickly resolving an issue in my district regarding access to public lands. My constituents were extremely concerned to learn recently that the BOR intended to close Massacre Rocks recreation area along the Snake River while conducting an archeological study of the area. Power County, the area of my district most impacted by the closure, is already facing a number of economic challenges that are out of its control, and this closure would have been devastating to them.

My staff took the concerns of the county and my constituents to your local BOR office. Your staff was very responsive and decided to keep the area open while the survey was being conducted, and we appreciate that very much. I want to thank you for working with me on this issue and recognizing the concerns of those I represent, and I am hopeful that as the archeological study is conducted and the agency makes subsequent land-use decisions it will continue to employ a public process that takes into account the concerns of those who live and recreate along the area of the Snake River. But thank you for working with us to make sure that we avoided what would have been very damaging to the area, and we can still do the archeological study and get it done.

Secondly, I also want to thank you for once again including funding to replace the Minidoka Spillway in your budget request. We have spoken many times about the importance of this project to the local community; and, as you know, they have taken a number of steps to ensure that local matching funds are available; and I look forward to continuing to work with you to see that this project is completed. Thank you for including that.

Mr. CONNOR. Thank you.

Mr. SIMPSON. So I don't have any critical questions.

Mr. CONNOR. It is great working with you and your staff, Congressman. The Minidoka Spillway in particular was a very high priority for us in the last couple of cycles. We have had some favorable bids, but the reality is, we need to get that done to protect those existing uses, that 28 megawatts of hydropower that comes from that facility, so it has worked out very well.

Mr. SIMPSON. Thank you.

Thanks, Mr. Chairman.

Mr. FRELINGHUYSEN. Mr. Simpson is a very valuable member of this committee. Whenever he can come and endorse a Federal agency to the extent he has, we congratulate him and acknowledge that you do important work. And I would think on a bipartisan basis, the Bureau does some good things. And, as I said at the beginning, I think some members wish they could be here, because they have a keen interest in your responsibilities.

I would like to focus on that in your budget request which includes $7.3 million for what is called a Reclamation Aging Infrastructure Initiative. There don't seem to be too many specifics on how these funds will be used on individual projects. Can you tell us the reasoning for this separate line item?

Mr. CONNOR. Yes, we have more and more seen, as I was mentioning in the dam safety context, those situations that arise pretty suddenly where we need to do major rehabilitation work. And we have some tools that have been authorized over the last couple of years with respect to the Major Rehabilitation Loan Program that was authorized in Public Law 111–11, the Loan Guarantee program that we have to do some infrastructure work. So, given that and given the condition of our aging infrastructure and some of the reviews that we are doing, we thought it best to plan ahead a little. We know we have these existing needs out there.

With the $5 million that was provided in 2012 funds from the Appropriations Subcommittee, we easily saw that that amount was oversubscribed, quite frankly, and we had to go through a very systematic review process to prioritize the needs out there.

With respect to the $7.3 we have for 2013, we anticipate using it for emergency situations. The Huntley irrigation district in Montana last year was one where flooding caused significant damage; and we did, out of our existing resources, do a loan program for them. So that is an example of something that came up suddenly.

We are also doing an urban canals inspection program. This is based on infrastructure failure, canal failure we had in Nevada which did some damage. So, based on the urban canal inspection program, we are anticipating and we will——

Mr. FRELINGHUYSEN. These are urban Western canals.

Mr. CONNOR. These are Reclamation canals.

Mr. FRELINGHUYSEN. That are old.

Mr. CONNOR. That are old and over time communities have grown up around those canals. So they are the priority in the range of trying to prioritize our infrastructure needs, those that are in high-populated areas that can do most damage. We thought it prudent to really do a thorough review of those canals. We are going to have a report out later this year. We think that is going to identify some needs that we are going to have to address. That has also anticipated a use for this $7.3 million fund.

Mr. FRELINGHUYSEN. So this is an initiative that is going to go on and on here or is this—what is it?

See, one of the issues that we have a responsibility for is oversight. And, God only knows, you may have a crisis that develops and you need to address it, but we need to know what is going on, maybe a little better—more in the way of communication, specific details.

Mr. CONNOR. Yes, and we will be providing more details as this program proceeds. We would be happy once the report is out on urban canals to identify those needs that we anticipate using this funding for and when we think over in the outyears beyond this we will have more information.

Mr. FRELINGHUYSEN. I wonder where it fits with your other plans. I mean, if these are bona fide crises or are these things that have been on the radar screen that just haven't been addressed as part of an overall historical maintenance process.

Mr. CONNOR. It is both, but it is also an area where we see increasing demand.

And now part of the $6 billion figure I gave you, we recently completed, in addition to the Urban Canals Program, a pretty thorough in-depth review of our infrastructure. And over a 5-year period—so this one marries up with the planning activity that you have identified, Mr. Chairman. Over a 5-year period, optimum investments for major rehabilitation are identified, I think, at $2.6 billion. Now, a lot of that you take—I think a billion of that is in the power sector, and that is going to be paid for by revenues that are made available from hydropower. So that is not a burden on our appropriations.

Overall, and there are some other infrastructure needs that water and user communities will address. As Congressman Simpson mentioned, in Minidoka, they brought up-front money to pay for their fair share.

So, overall, that $2.6 billion figure, for context, it used to be $3.1, if you have seen that figure before on aging infrastructure. This was a new, more thorough review that came up with the figure of $2.6 billion. We anticipate if you are going to do optimum investments, that out of the Federal appropriations area you would be taking about $1.3 billion to address that need. So we are obviously going to have to make some tough decisions there.

Mr. FRELINGHUYSEN. Hopefully, when you make those tough decisions and you make those priorities, if you would be good enough to share——

Mr. CONNOR. Yes, absolutely.

Mr. FRELINGHUYSEN [continuing]. Share that information with us.

Commissioner, we have heard that the Department of the Interior is considering putting forward a proposal to increase the royalty rate for oil produced on Federal lands. What impact, if any, would there be on the Reclamation Fund?

Mr. CONNOR. That is probably one that I want to get into in the record, but, as you know—and the reason why I am hesitating is because I am not sure if it is 40 percent or 50 percent of the royalties from public lands—the mineral royalties off public lands goes into the Reclamation Fund. It is either 40 or 50 percent. So that provides a context that any increase in royalties would obviously increase the Reclamation Fund, assuming the same level of oil and gas production.

Mr. FRELINGHUYSEN. So has the Department discussed whether the proposal would continue current laws as far as depositing a portion of the royalties in the Reclamation Fund, and has there been any discussion of anything other than the current law in relation to the fund?

Mr. CONNOR. I am not aware of any discussions. I would like to get back to you on the record on that one.

[The information follows:]

TRANSCRIPT QUESTION FROM CHAIRMAN FRELINGHUYSEN

House Appropriations Energy and Water Development Subcommittee, 2013 Budget Hearing Transcript, Page 36

Mr. Frelinghuysen. "So has the Department discussed whether the proposal would continue current laws as far as depositing a portion of the royalties in the Reclamation Fund, and has there been any discussion of anything other than the current law in relation to the fund?"

Answer. The proposal would continue current law with respect to the disposition of the royalties.

Mr. FRELINGHUYSEN. Okay. Mr. Visclosky.

Mr. VISCLOSKY. Thank you, Mr. Chairman.

The President has announced a Veterans Job Corps initiative, including development of a Veterans Job Corps conservation program. Is the Bureau a participant in the initiative?

Mr. CONNOR. The Bureau, we were looking at that, and we certainly think that we would have areas where we could be participating in that initiative.

We have Youth Initiatives, and through that we have identified opportunities within our programs for some restoration work that needs to be done in association with some of our projects. We have gone to the Youth Conservation Corps the last couple of years and done very good work, at less cost than contracting out, quite frankly.

We think there would be those same opportunities once this Veterans Job Corps conservation corps proposal would get up and going where we would certainly be looking at opportunities to participate to ensure that that program is as robust as possible. We think we have lots of opportunities.

Mr. VISCLOSKY. Can I ask you on that score and at this point you are in fiscal year 2012——

Mr. CONNOR. Yes, sir.

Mr. VISCLOSKY [continuing]. And you are discussing next year's budget. The veterans that are coming back, many of whom are having a difficult time as far as employment in a very bad economy. It is starting to turn around, but it is very bad. Are there things you are looking to do this summer, this fall? Because next year is a year away from having a job if I am a veteran today who is unemployed.

Mr. CONNOR. Right. I think there is a couple of things.

Mr. VISCLOSKY. And I realize this isn't your initiative. But, you know, there are a lot of the announcements that come out of the administration, God bless them. When is it going to happen?

Mr. CONNOR. Right. We have pretty good statistics that I think we would like to provide regarding where we are in veterans hiring, because I think we are doing quite well in that area within the Department.

Overall, I would say this is an area that we are trying to look strongly towards veteran youth in those Veterans' Preference programs. We understand that this is incredibly important for the administration, so we want to be full participants in that.

Having said that, Reclamation, at the same time, we are fairly conservative in our hiring practices. You know, we reduced our workforce by almost 30 percent since 1990; and, since 2007, we reduced our workforce another 2.5 percent. We are basically at the lowest level employment-wise in the last 20, 25 years, perhaps ever, other than when setting the agency up. So we have been very cautious with this idea that, one, we have improved our operations to be more efficient; and, two, we want to ensure that in these tight budget times that we are being prudent with our workforce.

Mr. VISCLOSKY. I appreciate your answer and that you are not overpromising. If you could for the record supply that. And I don't need a lot of information, and I realize it is not your initiative, but if there is no money for this initiative in your budget for 2013, that is fine. If you are part of it, when is this new initiative that the President talked about going to take hold for Reclamation? Understanding it is not yours.

Mr. FRELINGHUYSEN. Would the gentleman yield?

I think all of us are supportive of that initiative. You have a lot of capable men and women coming back. And, you know, while we understand your employee levels have gone down, if there is a way to expedite, if you are doing any hiring, take a look at some of the remarkable people that have come back. And, obviously, they are well-trained and committed and eager to be employed.

So don't wait for the President's initiative. And if you have done some good things in that regard, we commend you, but if you can provide us with that information it would be wonderful.

Mr. CONNOR. Absolutely.

[The information follows:]

VETERAN JOBS

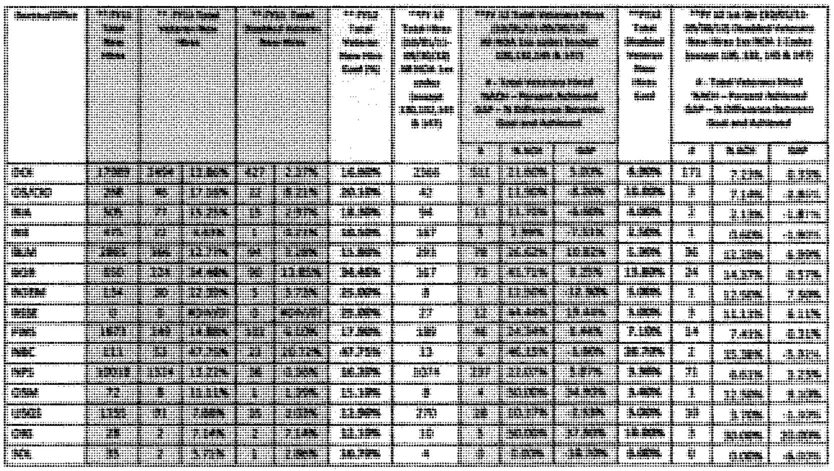
Question. What veteran outreach activities/initatives have you participated in that has increased the hiring of veteran employees within Reclamation.

Answer. The Department of the Interior (Department) set a hiring goal of increasing the total veteran hires within the Department by 4 percent overall and to increase the total disabled veteran new hires by 2 percent. The FY 2011 Department goal was identified as 15.6 percent for total veteran hires and 5.7 percent for disabled veteran hires.

As of the end of FY 2010, Reclamation's total veteran hires was 29.2 percent and 11.6 percent for disabled veteran hires. At the end of FY 2011, Reclamation's total veteran hires reached 34.46 percent and 13.85 percent for disabled veterans.

These goals were reached because across Reclamation's geographic areas, we are working on outreach activities for women veterans, Homeless Veteran program and opportunities for apprenticeships, as we can find these opportunities available. For example Reclamation has committed three positions from our Mid-Pacific Office located in Sacramento, California, for hiring homeless veterans.

FY 2012 Veteran Hiring Goals Progress Report (Oct 1, 2011 – February 21, 2012)



FY12 Individuals with Disabilities Accessions
Total Accessions = 2366

Bureau/Office	FY12 Total individual w/ Disabilities Accessions	% of Total Accessions
DOI	222	9.38%
OS/CIO	8	19%
BIA	5	5.3%
BIE	19	11.4%
BLM	31	10.6%
BOR	21	12.6%
BOEM	1	12.5%
BSSE	5	18.5%
FWS	20	10.6%
NBC	1	7.7%
NPS	88	8.2%
OSM	0	0%
USGS	20	7.4%
OIG	2	20%
SOL	1	25%

FY12 Individuals with Disabilities Employment
GOAL: 8.4%
Total Employees (as of 21 Feb) = 71,810

Bureau/Office	Total Employees Reporting a Disability
DOI	*5,287
OS/CIO	239
BIA	184
BIE	227
BLM	726
BOR	684
BOEM	37
BSSE	42
FWS	798
NBC	116
NPS	1621
OSM	72
USGS	522
OIG	16
SOL	25

* Represents 7.36% of total workforce

FY 11 Veterans New Hire Goals

Bureau/Office	*FY10 Total New Hires*	*FY10 Total Veteran New Hires*	*FY11 Total Veteran New Hire Goal*	*FY10 Total Veteran Preference New Hires (#/%)*	*FY11 Total Veteran Preference New Hire Goal (%)*	*FY10 Total Disabled Veteran New Hires (#/%)*	*FY11 Total Disabled Veteran New Hires Goal (%)*
DOI	*21333*	*2398*	***15.6%***	*2456/11.5%*	***15.6%***	*783/3.7%*	***5.7%***
OS/CIO	*298*	*29*		*29/9.7%*	***13.7%***	*12/4%*	***6%***
BIA	*704*	*71*		*73/10.4%*	***14.4%***	*10/1.4%*	***3.4%***
BLM	*3215*	*350*		*348/10.8*	***14.8%***	*109/3.4%*	***6.4%***
BOR	*760*	*223*		*222/29.2*	***29.2%***	*88/11.6*	***11.6%***
BOEMRE	*192*	*28*		*29/15.1%*	***19.1%***	*7/3.6%*	***5.6%***
FWS	*1953*	*251*		*255/13.1%*	***17.1%***	*98/5%*	***7%***
NBC	*131*	*35*		*35/26.7%*	***26.7%***	*13/9.9%*	***9.9%***
NPS	*12220*	*1383*		*1369/11.2%*	***15.2%***	*417/3.4%*	***5.4%***
OSM	*47*	*4*		*4/8.5%*	***12.5%***	*1/ 2.1%*	***4.1%***
USGS	*1290*	*84*		*81/6.3%*	***10.3%***	*24/1.9%*	***3.9%***
OIG	*32*	*1*		*1/ 3.1%*	***7.1%***	*0/ 0%*	***2%***
SOL	*32*	*0*		*0/ 0%*	***4.0%***	*0/ 0%*	***2%***
BIE	*479*	*7*		*7/1.5%*	***5.5%***	*1/ 0.2%*	***2.2%***

DOI goals:

- **4% increase in total veteran new hires (inclusive of all appointment types and work schedules)**
- **2% increase in total disabled veteran new hires**

Bureau new hire goals focus on preference eligible and disabled veterans.

Goals are percentages of total new hires from sources external to DOI (transaction codes 100-199) and do not include reassignment/transfers within DOI (e.g. bureau to bureau).

****For FY11 goals are established for Veterans Preference New Hires and Disabled Veteran New Hires, as these have the highest reliability in the data-systems.**

Mr. CONNOR. The one thing I was going to add is, we don't need separate money in our budget. When we have used something like the Veterans Job Corps, that was part of the proposal. We look at our program activities for work that we need to get done in association with our projects. And then we would look to employ funds out of those programs. So we don't need a separate line item or additional money. We are looking at our programs.

Mr. VISCLOSKY. On the Central Utah project, in 1992, legislation prohibited the Secretary of Interior from delegating responsibility to the Commissioner. In this year's budget proposal, there is a recommendation to repeal the prohibition, allowing Reclamation to take responsibility. Could you explain the decision and the purpose behind it, and how would the funding look in 2013 if it was approved? How would it change?

Mr. CONNOR. The change was proposed primarily from our perspective, from a policy perspective. It makes sense to fold back the Central Utah project back within the Bureau of Reclamation, recognizing in 1992 there were a number of concerns about how Reclamation was administering costs or how it was spreading its overhead costs, et cetera. And there is concern that some money that was allocated for Central Utah was then being used for overhead on other projects.

That is no longer the way we do business. So we think we have addressed a lot of those concerns that the money for any administrative costs comes out of specific projects. We don't move it around.

Two, we think it is——

Mr. VISCLOSKY. There are other agencies that could learn from your experience.

Mr. CONNOR. We like to be good examples. You can be examples in many ways. We want to be good examples.

Mr. VISCLOSKY. Go ahead.

Mr. CONNOR. That was a situation where we have one water project in the Department of the Interior that is managed outside of the Bureau of Reclamation. So we think from a consistency standpoint and how we reallocate resources from program management, we think it makes sense, efficiency, economy, oversight to fold it back within Reclamation. Because we don't think it is going to impact the ability to get the Central Utah project work done.

We are still going to use the Central Utah Water Project conservancy district to carry out the work the way they have been doing. We just think there is not going to be an impact to costs immediately by folding it in with Reclamation. We are not going to save a lot of money up front, but we are certainly not going to cost any additional resources. But maybe over time there are some efficiencies that will accrue from folding that particular project back in Reclamation. That is the basis for the proposal.

Mr. VISCLOSKY. And is there a budgetary impact? I am sorry.

Mr. CONNOR. We don't believe there is a budgetary impact as far as the transition itself, that it will save us a whole lot of money or cost additional resources. So I think, overall, with respect to the budget request for that project, we are about $21 million versus $28 million last year. That was just part of our overall balancing of the available resources that we have within Reclamation, where some projects, you know, have gone up, some have gone down, in this 2013 request.

Mr. VISCLOSKY. Thank you.

Thank you, Mr. Chairman.

Mr. FRELINGHUYSEN. On that subject, this is all about water delivery, right?

Mr. CONNOR. Water delivery, and there is infrastructure—new infrastructure development that is still part of that.

Mr. FRELINGHUYSEN. CUPCA.

Mr. CONNOR. CUPCA activities. But there is also an environmental mitigation program that is an active part of that, too. I think it is almost about——

Mr. FRELINGHUYSEN. So if you were to take a bead on this, for the last how many years this project has been integral to our committee, we have been hearing—how many years have we been involved in this project, and how much money has been expended?

Mr. CONNOR. I have that somewhere.

Mr. FRELINGHUYSEN. That is why Mr. Wolf is here. We wouldn't expect you, Mr. Connor, to have that figure, but I am sure Mr. Wolf represents institutional memory.

Mr. WOLF. I don't have that off the top of my head. That has been a departmental program, but, to be honest, I haven't paid as close attention to it.

Mr. FRELINGHUYSEN. We don't mean to catch either of you short.

Mr. CONNOR. I actually found it.

Mr. FRELINGHUYSEN. You did?

Mr. CONNOR. So just the overall level of investment, pre-CUPCA Federal funds that I have on this email that I have is about $1.37 billion. That was before CUPCA got converted in 1992. Post that time, it is about $1.1 billion that has been invested.

Mr. FRELINGHUYSEN. I am surprised. I served on that committee for a long time. If you go back and you see the type of investments they have been making—and, of course, you talk about the decline in your personnel on the ground and all that, but, in reality, we have made some major investments here.

Mr. CONNOR. Oh, absolutely.

Mr. FRELINGHUYSEN. That is sort of why I talked about the importance of prioritizing. And I know you migrated to a lot of environmental restoration projects, which in and of themselves may have some merit, but your traditional responsibilities are the ones that I think should be our primary focus.

Mr. Simpson may get the last word. Do you have another compliment?

Mr. SIMPSON. No, it is not a compliment this time. Just a couple of questions that are interesting because they potentially affect the Interior budget that I oversee.

One of them is, you know, a lot of the recreational opportunities in the West are provided by the BOR at their facilities. The President has this new initiative, Great Outdoors Initiative, which I compliment him on. How does that affect your budget, and is there anything in your budget that deals with the Great Outdoors Initiative?

Mr. CONNOR. Well, with respect to the Great Outdoor Initiative, we look at a couple of areas that we think will fit into the America's Great Outdoors Initiative, particularly from Secretary Salazar's perspective. One of the areas he has focused on is a priority that is an outgrowth of the AGO River Restoration. So what I think—impact to our budget? No, other than the fact that I think we are now looking for opportunities to build off of things that we are already doing.

For instance, with San Joaquin River Restoration, we have placed a priority on that program, and we are providing funds, and that restoration effort is very visible. So the communities around the Fresno, California, area, there has certainly been some urgency and some support from them to try and marry up some of their initiatives as they go out and try and get local and State funding and even some Federal funding for trails associated with it.

There has been some combination and coordination going on between our program and those other activities because we view it as part of an overall community support effort. We are not expending additional resources and association, but we are trying to partner up.

Mr. SIMPSON. Would you reprioritize any of your projects because they may have a higher priority under the auspices of America's Great Outdoors? Or is it other entities saying, the BOR is doing this here. We can also partner up with them, and——

Mr. CONNOR. I think there might be some aspects to America's Great Outdoors where we might focus more. I think the middle Rio Grande in New Mexico is one where we have got a very active collaborative program. We have got an ESA program that we have got to be supportive of so that we can keep maintaining the project operations. That is one where we have looked at other opportunities, maybe even within our budget in outyears of trying to be supportive of the administration's efforts. Platte River is another one where I think it is part of the AGO initiative, and so that has been an area that we want to ensure that we maintain our funding level consistent with the way the program was designed.

Mr. SIMPSON. Okay.

Mr. CONNOR. So it does affect the priorities.

Mr. SIMPSON. It is a consideration.

Mr. CONNOR. It is a consideration, yes, sir.

Mr. SIMPSON. Secondly, Indian water rights settlements. You have got money in your budget for the Indian water rights settlements. Do we project those out very far? Do we know what we are going to be spending on Indian water rights settlements? And we have got a number of settlements that are probably coming close to being completed. Do we have a projection of how long we are going to be spending money on these settlement agreements, and——

Mr. CONNOR. Yes, we do. And I have got that, just to give you a perspective from the Bureau of Reclamation. We obviously have a very large role in a lot of the settlements that have been negotiated and been enacted as of late. And so this doesn't include the Bureau of Indian Affairs role, which also they have a significant role.

So, right now, overall, if you take particularly what I am focused on is four settlements that were passed in 2010, the Claims Resolution Act, plus the Navajo San Juan Settlement that was in the

2009 Public Law 111–11. We have got overall in the neighborhood of $1.7 billion of identified need out there right now.

Over the next, I think that is probably over about a 15-year period, maybe a little less than that. The Claims Resolution Act provided resources, mandatory funds available as part of that process. So just take the Claims Resolution Act. We have gotten about $445 million for Reclamation activities versus about $690 million in need.

So we have got a good start, but it is still going to have some impact on our discretionary budget. You add in Navajo San Juan, that is another billion dollars overall over that 15-year period. There is $180 million available for Navajo San Juan right now. That was provided in the Claims Resolution Act, also.

And so we are getting a good start, but this is one of those areas when you look out into the long-term planning we are going to have some significant budget considerations when you get out to 2015, 2016, and 2017.

Public Law 111–11 also provided some mandatory funds to implement. So once we hit in the 2020 time frame, we have access again to mandatory funds to the tune of about $120 million per year over a 10-year——

Mr. SIMPSON. So we are going to see a spike in—potentially, anyway—in 2016, 2017, 2018——

Mr. CONNOR. If we are going to maintain schedule with respect to implementation, we are going to have to look for some additional resources in that particular area. And that is one of those areas right now that we are trying to deal with and plan for.

Mr. SIMPSON. Thank you.

Mr. FRELINGHUYSEN. I would like to thank Chairman Simpson for his questions, observations.

Mr. Visclosky.

Mr. VISCLOSKY. Thank you, Mr. Chairman.

On the Klamath Basin agreement, apparently, in 2010 an agreement was reached, but the Secretary has not yet signed the agreement. Does the administration support it? And, if so, will they be a signatory soon?

Mr. CONNOR. Two agreements were signed in February, 2010. One was the Klamath Hydropower Settlement Agreement, which initiated the process to do a Secretarial Determination on whether the four dams and the private dams in the Klamath River Basin should be removed. And that included the owners of the dam and then a lot of interested entities. The State of California—and I should say, actually, the Klamath Hydro Settlement Agreement was just four entities. The Federal Government did sign that agreement because we were supportive of doing the analysis and studies to look at dam removal. Interfor Pacific, the owner of the facilities, and the State of Oregon and the State of California.

Klamath Basin Restoration Agreement, KBRA, was also signed, and that is the one that you referred to that the Federal Government has not signed, and that is a Restoration Program.

Mr. VISCLOSKY. When you say it was signed, but the Federal Government hasn't signed it, what do you mean?

Mr. CONNOR. There is an agreement in place amongst a number of stakeholders, something to the tune of 40 different stakeholder entities.

Mr. VISCLOSKY. Stakeholders.

Mr. CONNOR [continuing]. In the KBRA.

Mr. VISCLOSKY. Did the Federal Government sign the power——

Mr. CONNOR. Yes, the Klamath Hydropower Settlement Agreement. Yes.

Mr. VISCLOSKY. So they are signatory to that one but not to the multiple party agreement on the restoration.

Mr. CONNOR. Correct. And the reason for that is the range of activities in the KBRA, the Klamath Basin Restoration Agreement, we think requires new authority. So we don't think currently that to commit to all of the activities contemplated in the KBRA that we have the authority to sign those agreements, because we would need new authority from Congress to do so.

Mr. VISCLOSKY. Has the administration requested that authority?

Mr. CONNOR. The administration has not requested that authority. There have been bills introduced in both the House and the Senate that would provide that authority.

The Klamath Hydropower Settlement Agreement just addresses the analysis that needs to be done and lays out the process for the Secretary to make a determination on whether or not it is in the public interest and whether it will further fisheries restoration to remove those four dams on the Klamath River. But to actually make the determination itself also requires congressional authority.

Mr. VISCLOSKY. But you proceed essentially with the examination. You don't need new authority?

Mr. CONNOR. That is correct.

Mr. VISCLOSKY. But you need new authority for the restoration?

Mr. CONNOR. For the restoration and for the Secretary to make the actual determination on whether the dam should be removed.

Mr. VISCLOSKY. And the legislation—has the administration taken a position on the legislation? Does the legislation address the need? Or is there a difference of opinion?

Mr. CONNOR. The legislation I believe would authorize the Secretary to make the decision; and if the decision is that the dam should be removed, then it would authorize those activities.

Mr. VISCLOSKY. I am sorry. On the restoration projects.

Mr. CONNOR. Just the legislation itself, which actually addresses part of the Hydropower Settlement Agreement and the KBRA.

Mr. VISCLOSKY. To proceed with the hydro.

Mr. CONNOR. To proceed if the determination is made. But it would authorize the determination. We have not yet testified on either of those bills, sir.

Mr. VISCLOSKY. So the administration has not taken a position?

Mr. CONNOR. That is correct.

Mr. VISCLOSKY. The agreement was in 2010. I guess one of the frustrations I just have generally with the Federal Government, and not specifically this instance, but this instance is—as I describe it, we won World War II in 4 years. We have an agreement here on a very complex issue, obviously, that is 2 years old, and we have to wait on the authority. Why?

Mr. CONNOR. Well, I can't speak to waiting on the authority, but I can say that the——

Mr. VISCLOSKY. Well, you have asked for money.

Mr. CONNOR. The determination process, it has taken 2 years, and that is actually fairly quick for the level of analysis that we have done in that 2-year period.

Fifty studies on fishery restoration, looking at dam removal have been completed in that time. A draft EIS has been put out that is still—the comment period has ended where we have not done a final environmental impact statement. We have done an overview report pulling those studies together that was released about a couple months ago. We have done peer review on that. We have done a financial economic analysis associated with the process to look under the 1983 principles and guidelines, the cost-benefit, the national economic determination analysis. So there has been a huge amount of activity in the 2 years to provide the information available to move forward on the decision.

Mr. VISCLOSKY. Do you anticipate lawsuits being filed? Or are they not germane until you have authority to proceed?

Mr. CONNOR. I would think that they would not be germane until decisions are reached.

Mr. VISCLOSKY. They have not been filed to date?

Mr. CONNOR. None have been filed to date. But, to be honest, lawsuits have been threatened, certainly.

Mr. VISCLOSKY. Right. And you have $7 million in your request to begin doing some things that you believe you have authority for.

Mr. CONNOR. That is correct. Under existing reclamation authority, which is general, the 1902 Reclamation Act and our authorities to plan and run our projects, and we have the Klamath project, as well as I think it was the Klamath Water Supply Enhancement Act in 2000 which authorized specific activities to try and improve the water supply reliability and power supply reliability situation in the Klamath Basin, we have authority to move forward with three areas that we are doing in particular.

We are developing an On-Project Water Plan which is consistent with the KBRA, but we have got authority in those existing statutes that I mentioned. We are looking at trying to address the power sustainability issues needed in the basin.

One of the reasons there is a need for the KBRA is those four hydropower projects used to provide power for the Klamath project water users and the non-project water users in the basin, the agricultural entities, through a public utilities State-based process that I am not really that familiar with. That power at a reduced rate is no longer available. So there is a huge need to address power sustainability issues in the region. We have authority to work with the project water users on that particular point.

Then we are also working, as part of our ESA programs, we have got competing endangered species in Upper Klamath Lake who rely on water in the lake and then we have endangered species Salmon, who require more water in the river. We are trying to ensure that we make the right balance, acquire water supplies to address those needs from the ESA perspective, which is part of what we are doing.

Whether or not the dams in the Klamath River Basin are removed, it is imperative that for the long-term sustainability of that project, of those water users, of those species, of addressing Tribal needs which are critical in the Klamath Basin, we have to do those programs. Absolutely.

Mr. VISCLOSKY. Thank you.

Thank you, Mr. Chairman.

Mr. FRELINGHUYSEN. Thank you, Mr. Visclosky.

Just one question. Do you interact or work side by side—I think you mentioned the Army Corps. Are they among the stakeholders in some of these projects?

Mr. CONNOR. Absolutely.

Mr. FRELINGHUYSEN. How would you characterize your working relationship? Is there cost sharing on some of these projects? Could you give us a rundown on that?

Mr. CONNOR. Sure. I would characterize our working relationship as very good and getting better. We are partnering up on infrastructure projects like the Folsom, the joint Federal project.

Mr. FRELINGHUYSEN. You mentioned that, yes.

Mr. CONNOR. In basins all over the West from an operations perspective we are really integrated with the Corps of Engineers. The Columbia River Basin is a perfect example, the Rio Grande River Basin, particularly in New Mexico, where they have facilities in the Pecos and the Upper Rio Grande. We have a combined water operations model which we use to guide operations on both projects.

Lower Yellowstone is a perfect example Bob just handed me where they have outstanding ESA issues on the Missouri River. They are working with some of our facilities in improving fish passage and putting fish screens and funding those efforts on our facilities that will help them address their recovery program needs on the Missouri River Basin.

So, from an operations standpoint, ESA investments in infrastructure I think we are doing well.

We are now looking at—you know, we have similar programmatic needs where we are both trying to assess——

Mr. FRELINGHUYSEN. Programmatic, and I assume the Army Corps, like you, need necessary appropriations.

Mr. CONNOR. Yes. Absolutely.

Mr. FRELINGHUYSEN. So do you look at side by sides?

Mr. CONNOR. We have looked side by side. Particularly with some of our funding we had an initiative in this last budget cycle where we tried to coordinate our budget requests associated with the Bay Delta set of issues.

When I say kind of programmatic, I am thinking things like risk management. They have got dams. We have got dams. We shouldn't have two different ways of assessing risks on our dams, and we shouldn't——

Mr. FRELINGHUYSEN. Sometimes there is a military way.

Mr. CONNOR. There is. Absolutely. But what we are trying to do is look for opportunities now in that programmatic area, whether it be that or even the same approach we are taking on trying to assess the impact of climate change on water resources that were very coordinated in using the same studies, same analysis, trying to get some efficiencies between both organizations.

Mr. FRELINGHUYSEN. Thank you for that clarification.

There are a lot of questions for the record; and, as I said in the beginning, if you can get those to us in due course, we would appreciate it.

Anything else for the record?

Mr. VISCLOSKY. I am fine. Thank you.

Mr. FRELINGHUYSEN. Thank you very much, Commissioner.

Mr. Wolf, thank you very much for your testimony.

We stand adjourned.

QUESTIONS FOR THE RECORD

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
HOUSE COMMITTEE ON APPROPRIATIONS

BUREAU OF RECLAMATION
FISCAL YEAR 2013 BUDGET HEARING

MARCH 28, 2012

FACILITIES OPERATION, MAINTENANCE AND REHABILITATION

RECLAMATIONWIDE AGING INFRASTRUCTURE LINE ITEM

Subcommittee. The budget request includes $7.3 million for the "Reclamationwide Aging Infrastructure Initiative" with little specifics as to how these funds will be used on individual projects. Please explain the reasoning for this separate line item. If each project has been properly budgeted for next year, why include a line item for general funds?

Mr. Commissioner, I hope you can understand the concern that this format within the budget request makes oversight responsibilities more challenging. What assurances can you explain about how you intend to communicate with Congress on specific details, if this new line item is funded?

Mr. Connor. Reclamation's overall Asset Management Strategy relies on condition assessments, condition and performance metrics, and strategic collaboration to continue to improve the management of our assets and deal with aging infrastructure challenges. Our current estimated Major Rehabilitation and Replacement (MR&R) items total about $2.6 billion. The FY 2013 Budget includes $35.7 million for Replacements, Additions, and Extraordinary Maintenance (RAX) work identified by region and project. Based on the nature of Reclamation's aging infrastructure, experience gained in recent years, and emerging issues such as studies underway to identify risks associated with canals in urban areas, Reclamation believes it is appropriate and necessary to have some funding available to address high priority, emerging needs. Funds would be used during the year to address these needs based on prioritization using established criteria.

This line item is an attempt to be proactive in addressing the critical issues that are beyond our regular operation and maintenance (O&M) and problems that arise after submission of our budget, but before the funds are appropriated. In an ideal world we could ask for this amount by individual project, but unanticipated events such as flood damage, pipes rupturing, canals leaking, or mechanisms breaking down happen on their own schedule, and we cannot predict with perfect accuracy the projects at which these events will occur. This line item will allow us to address these issues in a timely manner using our Extraordinary Operation and Maintenance prioritization criteria: engineering need, consequences of failure, efficiency opportunities, financial consideration, and schedule.

Subcommittee. The budget justification shows this line item as a continuation of the fiscal year 2012 “Additional Funds for Ongoing Work” line item added by Congress. There may be disagreement on whether this really is the same thing, but if it is, do you intend to allocate the fiscal year 2013 funding the same way with the same prioritization system? If not, what will be your mechanism for determining which projects receive extra money?

Mr. Connor. Reclamation intends to distribute these funds according to the same criteria and in a similar manner in which the added funds in FY2012 were distributed.

DAM SAFETY

Subcommittee. Commissioner Connor, you've described Dam Safety as one of Reclamation's highest priorities. The Subcommittee understands that hydrologic, seismic, and changing construction practices heighten an already arduous task in ensuring the safety and security of the nation's dams. Compounding this issue is the fact that half of all Reclamation dams were built in the early part of the 20th century.

How often do you perform risk assessments of dams?

Mr. Connor. Risk assessments have been developed on all of Reclamation's high and significant hazard dams. These Dam Safety risk assessments are updated on each of Reclamation's facilities at least every six years during the Comprehensive Facility Review. In addition, risk assessments are performed as specific investigations and studies are completed on the facilities.

Subcommittee. How does the Bureau prioritize future safety and security work on the dams?

Mr. Connor. Reclamation has established a risk-informed process to assess the safety of its structures and to prioritize actions at its portfolio of dams. Prioritization considers the risk at the facility, consequences, potential failure modes, and ease and cost of risk reduction actions.

Reclamation also utilizes a risk-informed process to evaluate the potential threats, vulnerabilities, and consequences of security-related incidents at each asset and prioritizes security work based on the highest relative risks.

Subcommittee. What is your plan to deal with the inevitable increase in the amounts of dams that will require infrastructure and safety activities in the coming years?

Mr. Connor. Dam Safety is one of Reclamation's highest priorities. Reclamation plans to continue to provide appropriate budget and resources to address dam safety deficiencies at its facilities.

Subcommittee. Folsom Dam is currently the highest priority dam safety project for Reclamation. Can you please update the Subcommittee on the percentage of fiscal year 2013 money that will be used on Folsom and when you expect to complete all necessary work?

Mr. Connor. In fiscal year 2013, $15,000,000 is allocated for Folsom Dam modifications which is 17 percent of the dam safety program budget. Major components of the Folsom Safety of Dams project have been completed including modifications to the right wing dam, the left wing dam, and Dikes 4, 5, and 6. Modifications to the spillway gate and spillway piers of the main concrete dam have also been completed. Reclamation's portion of the Folsom Joint Federal Project has also been substantially completed. The only remaining component is modification to Mormon Island Auxiliary Dam (MIAD). Construction will continue on the foundation treatment for seismic deficiency at MIAD. In fiscal year 2014, a new construction contract will be awarded for construction of a downstream filter and drainage berm at MIAD. Major construction work will continue until 2017. All modifications are being closely coordinated with the U.S. Army Corps of Engineers, resulting in a Joint Federal Project which will provide increased flood protection and safety for the downstream public.

EXTENT OF BACKLOG

Subcommittee. Mr. Commissioner, does Reclamation conduct a comprehensive review or keep a comprehensive list of maintenance needs and costs?

Presumably, the budget request does not fund every maintenance need. Do you know how big the maintenance backlog is?

Mr. Connor. Reclamation's philosophy and emphasis on preventive maintenance and regular condition assessments (field inspections and reviews) has extended the service life of many of Reclamation's assets and facilities, thereby delaying the need for significant replacements and rehabilitation efforts. Although Reclamation and our project beneficiaries have benefited greatly from this preventive maintenance philosophy, we do recognize that as assets and facilities age, they require an increased amount of maintenance. Sometimes this requires more frequent preventive maintenance, and in other situations, significant extraordinary maintenance, rehabilitations, or replacements may be required.

There continues to be increased interest and requests for information from Reclamation related to its aging infrastructure, for both reserved and transferred works. As a result, Reclamation updated its Major Rehabilitation and Replacement (MR&R) needs during late FY 2011. Through this updating process, the FY 2011 summary of MR&R needs is approximately $2.6 billion. These needs have been broadly characterized as potential costs associated with Reclamation's "aging infrastructure."

Of this $2.6 billion total, it is important to note that only approximately one-half of the Operation and Maintenance (O&M) funding responsibilities of Reclamation's assets is expected to be addressed by funding through annual appropriations; the remainder lies with our project beneficiaries (including power customers) and those operating entities that operate and maintain our transferred works facilities. For some operating entities and project beneficiaries, rehabilitation and replacement needs may exceed their available resources. In particular, many smaller irrigation or water conservancy districts are unable to fund these needs in the year incurred absent long-term financing assistance. To address this issue, Reclamation is currently developing a strategy that would allow for financing of the costs of rehabilitation and replacement of project facilities. Opportunities include use of the authority provided under P.L. 111-11 to allow extended repayment, with interest, of a portion of the extraordinary (non-routine) maintenance costs on project facilities. Water users are currently required by Federal Reclamation law to pay these costs which are often substantial, in advance. Loan guarantees authorized in P.L. 109-451 are another possibility that may be considered.

LEVEL OF RISK

Subcommittee. What kind of knowledge does the agency have about the level of risk associated with delays in funding the maintenance backlog needs? For issues other than dam safety, how does Reclamation become aware of or assess potential maintenance issues that could lead to projects failing?

Mr. Connor. One of Reclamation's key strategies for dealing with Asset Management is to rely on the Review of Operation and Maintenance (RO&M) Program to assess the operational and maintenance condition as well as potential safety impacts of constructed water-related project facilities and systems. The RO&M Program was established by Reclamation in 1948.

Reclamation's emphasis on preventive maintenance and regular condition assessments (field inspections and reviews) has extended the service life of many of Reclamation's assets and facilities, thereby delaying the need for significant replacements and rehabilitation efforts. These condition assessments, in addition to regular visual surveillance by operating staff, have provided methods to monitor these assets and facilities. Information obtained by Reclamation and its operating entities through these efforts is used in a risk-based approach to identify and prioritize needed maintenance activities. As part of its annual program formulation and budget process, Reclamation uses these identified and prioritized maintenance needs in determining which items to seek funding for in the current budget request and which are more appropriate for future accomplishment.

ADDITIONAL CAPABILITY

Subcommittee. The Administration obviously believes that the budget request is the optimal use of funds within the Bureau of Reclamation as well as government-wide. In the past, Congress has sometimes disagreed with that assessment and increased funding for Reclamation in order to help address the water resource needs of the Western states.

Commissioner Connor, if this subcommittee is able to find funds in addition to the budget request level for Reclamation this year, are there other projects or activities that would benefit our economy that are ready to go and just waiting for federal funding?

Mr. Connor. The fiscal year 2013 budget allocates funds to projects and programs based on objective, performance-based criteria to most effectively implement Reclamation's programs and its management responsibilities for its water and power infrastructure in the West. Reclamation is committed to working with its customers, States, Tribes, and other stakeholders to find ways to balance and provide for the mix of water resource needs in fiscal year 2013 and beyond. If, however, additional funding is made available, there are projects, as described in detail below, that are ready to go. However, we would not recommend adding any funding for Reclamation at the expense of other agencies or purposes, including deficit reduction.

Subcommittee. Please provide any available estimates of capability for each additional funds category included in the fiscal year 2012 Act.

Mr. Connor. The Bureau of Reclamation fully supports its budget and the goals of this Administration. The five categories included in the fiscal year 2012 Act include Rural Water, Fish Passage and Fish Screens, Water Conservation and Delivery studies, Projects and Activities, Environmental Restoration and Compliance, and Facilities Operation, Maintenance and Rehabilitation. We have not explored our specific additional capability in fiscal year 2013 in these areas beyond the budget request.

We have developed estimates that the total cost to complete construction of the seven authorized rural water projects amounts to $1.3 billion and additional capability exists with respect to ongoing construction activity. The current backlog of major rehabilitation and replacement (MR&R)

facilities activities is estimated at $2.6 billion, but only about one-half is subject to annual appropriations.

Additionally, we estimate that the cost of the current authorized Indian Water Rights Settlements will amount to about $1.7 billion but a significant amount is available from mandatory funds provided for by the settlement acts. Of the activities that are the responsibility of Reclamation, a total of $244.3 million was authorized to be appropriated as discretionary funding. The Claims Resolution Act (CRA) also directs an additional $60 million per year in mandatory funding for each of the three years FY 2012 – FY 2014, to be used for the Navajo-Gallup Water Supply Project. The Navajo-Gallup Water Supply Project has an estimated total cost of about $1 billion. In FY 2020, the Navajo-Gallup Water Supply Project will have access to an additional $120 million per year in mandatory funding from the Reclamation Water Settlement Fund.

The amount of additional funding for Indian Water Rights Settlements that will, in total be required on a year-to-year basis through annual appropriations will be dependent on the availability of mandatory funding, particularly for the Navajo Gallup Water Supply Project. It is important to note, however, that unless the timelines within each of the Acts are met, the water rights settlements which have taken decades of litigation and negotiation could fail. This is because each Act includes pre-requisites that must be met by individual dates certain (i.e., "enforcement dates"), in order for the Secretary of the Interior to certify each settlement, including full funding of the appropriated dollars required in the Act.

Overall, any and all additional funding would be used highly effectively and appropriately in one of several ways.

VETERANS JOBS INITIATIVE

RECLAMATION INVOLVEMENT

Subcommittee. Earlier this year, the President announced a Veterans Job Corps initiative, including development of a Veterans Job Corps conservation program. Is the Bureau of Reclamation a participant in this initiative? If so, what details can you share? Does the fiscal year 2013 budget request support this initiative or will the initiative be formally proposed through other means?

Mr. Connor. Reclamation is involved in efforts within the Department of the Interior to identify potential opportunities for involvement in the Veteran Jobs Corps initiative. These activities will continue to be supported by existing staff resources; Reclamation has not requested specific funding for this initiative in FY 2013 but would look at opportunities to use the Corps to address ongoing needs with respect to our projects and programs.

ONSHORE ROYALTY RATES

IMPACT ON THE RECLAMATION FUND

Subcommittee. Commissioner Connor, the Subcommittee has heard that the Department of the Interior is considering putting forward a proposal to increase the royalty rate for oil produced on federal lands. What impact, if any, would there be on the Reclamation Fund?

Mr. Connor. Under current law, an increase in the royalty would mean increased deposits into the fund as long as production remained at the same level.

Subcommittee. Has the Department discussed whether the proposal would continue current law as far as depositing a portion of the royalties in the Reclamation Fund? Has there been any discussion of anything other than current law in relation to the Reclamation Fund?

Mr. Connor. The proposal would continue current law with respect to the disposition of the royalties.

Subcommittee. Are there any economic studies to show short-term and long-term impacts on revenue coming into the Reclamation Fund?

Mr. Connor. Studies and analysis on the impact of raising royalty rates would be conducted as part of the rulemaking process. This would include, for example, the impact on oil and gas revenues, including royalties, rents, and bonuses. Our primary consideration in evaluating potential changes to royalty rates is to ensure a fair return to the American taxpayer.

Subcommittee. Has there been any discussion of changing the purposes for which funding may be withdrawn from the Reclamation Fund?

Mr. Connor. No, there has not been any discussion of changing the purposes for which funding may be withdrawn from the Reclamation Fund.

STATUS OF PROPOSAL

Subcommittee. Although revenues were assumed in the budget request, more recently Interior officials have said that a final decision has not been reached. Do you know the status of this potential proposal or when a final proposal might be made?

Mr. Connor. The Department has not yet finalized a proposed rule. Once the Department completes the development of a draft proposed rule, it will then be submitted to the Office of Management and Budget (OMB) for review and approval. It may be several months before the Department reaches the point of submitting a draft to OMB.

RECLAMATION INVOLVEMENT IN PROPOSAL DEVELOPMENT

Subcommittee. Has Reclamation been involved at all in this process, based on the potential ramifications for the Reclamation Fund?

Mr. Connor. The Bureau of Reclamation has not been involved in the discussions concerning a proposed rule.

NEW ENERGY FRONTIER INITIATIVE

PROGRAM DESCRIPTION

Subcommittee. Mr. Commissioner, your budget highlights $2 million in support of the Department's "New Energy Frontier" initiative, but the description is not entirely clear as to what your agency will be doing in this regard. Can you please explain what this funding will be used for?

Mr. Connor. This funding will be used for a variety of activities that are intended to bring additional renewable energy resources online and to reduce or offset existing energy consumption at Reclamation facilities. These activities will include a program to bring efficiency gains to Reclamation's existing hydropower fleet through state-of-the-art optimization systems, and a program to evaluate how and where we can gain efficiency increases related to energy consumption at existing Reclamation facilities. This funding will also be used to encourage and facilitate non-federal hydropower development at existing Reclamation facilities. Building off of the recent resource assessments that have been conducted, we will begin a program to provide assistance to the Regions and our stakeholders with Lease of Power Privilege (LOPP) projects. Services will include outreach to stakeholders on the process, assistance for Regions in LOPP workload, development of templates to streamline the process, and assistance with resolution of conflicts regarding development on Reclamation facilities.

This funding will also allow Reclamation to study and test promising new hydropower technologies such as canal hydrokinetic applications to determine any potential impacts to existing operations. We have been working with the National Renewable Energy Laboratory to identify where the greatest potential for non-hydropower renewable development on Reclamation lands would be, and with this funding Reclamation will demonstrate the potential for other small-scale non-hydropower renewable development to offset energy consumption at our existing facilities. Reclamation will also be able to begin encouraging non-federal utility-scale renewable development on Reclamation lands through new policies that can be applied consistently across Reclamation.

Subcommittee. Will the focus be on increasing hydropower capacity? Or are you planning to add other renewable sources, such as wind and solar, within Reclamation project rights-of way?

Mr. Connor. The main focus is on increasing hydropower capacity and efficiency. This will be done by instituting optimization programs at existing hydropower facilities that will allow Reclamation to generate more power with the same amount of water, and encourage non-federal hydropower development at Reclamation's numerous non-powered facilities. In addition to this main focus on hydropower, we will be looking at where non-hydropower renewable installations can make good financial sense. We anticipate that this will primarily be small-scale installations that can offset localized loads where this makes financial sense, but Reclamation does have other land holdings that may be viable for non-federal utility-scale renewable development.

Subcommittee. Is Reclamation the lead agency for all aspects of siting these energy projects, or are other agencies involved? Which agencies?

Mr. Connor. For non-federal hydropower projects on Reclamation facilities, development can take place either through the LOPP process or the Federal Energy Regulatory Commission (FERC) licensing process, depending on the original authorizing language of the project. In cases where the LOPP is used, Reclamation is the lead agency, but we may work with other Federal or State agencies depending on the specifics of the project location and impacts. These agencies could include U.S. Fish and Wildlife Service, Bureau of Indian Affairs, Bureau of Land Management, U.S. Army Corps of Engineers, and state resource agencies. Of course, Reclamation will also work closely with its contractors who operate and maintain the relevant facilities. In cases where a FERC License is used, FERC is the lead agency with Reclamation as a cooperating agency. But even in the case of a FERC license, Reclamation is heavily involved in the process to ensure that there are no negative effects to the existing project and its operations.

For non-hydropower renewable projects, Reclamation's involvement would be similar to other Federal agencies responsible for land use. Non-hydropower renewable projects would be developed through land use permits, with the lead agency likely being the one that had the most land involved.

IMPACTS TO RECLAMATION PROJECTS

Subcommittee. What protections do you have in place to ensure no impacts to the Reclamation projects themselves and the water and power delivery purposes of those projects?

Mr. Connor. Project operations cannot be negatively affected by LOPP projects or by FERC projects. This is clearly identified for LOPP projects in the Reclamation Project Act of 1939 Section 9(c), and Reclamation's new Lease of Power Privilege directive and standard that was published on April 4, 2012, which includes numerous directives that protect project operations throughout the process. These include provisions for reviews and inspections of project designs, construction, and operation and maintenance of the hydropower projects. These projects provide an additional benefit to our stakeholders by providing revenue through the LOPP annual charges that are used to pay the capital investment of the project. In addition, any costs associated with the project are borne by the developer, and work done by Reclamation is addressed through upfront funding agreements.

There can be no negative effects to project operations under a FERC License, and these issues are generally addressed through a Memorandum of Understanding or other agreement with the developer that requires Reclamation have the ability to review and inspect project designs, construction, and operation and maintenance of the hydropower projects throughout each phase.

Subcommittee. What are you doing to ensure that these activities do not increase long-term operation or maintenance costs of Reclamation facilities?

Mr. Connor. Reclamation ensures that these activities do not increase long-term Operation and Maintenance (O&M) costs through reviews and inspections during all phases of the project. Costs associated with these reviews and inspections are borne by the hydropower project owner, and are not passed on to Reclamation or our stakeholders. Reclamation requires that new hydropower developments be designed to work with the project and not cause impacts to O&M.

Subcommittee. Do you plan to ensure that this initiative does not result in increased power rates for water and power users?

Mr. Connor. Costs associated with LOPP projects are borne by the lessee, and are not passed on to Reclamation or our stakeholders. In fact, there is an additional benefit to Reclamation and our stakeholders via revenue collected through the annual LOPP charge. This annual charge is paid by the lessee to Reclamation and, is generally deposited in the Reclamation Fund as a credit to the Reclamation project and applied against the total outstanding reimbursable repayment obligation for reimbursable project construction costs of the Federal project on which the LOPP is issued. The revenues are applied against the total outstanding repayment obligation and are a benefit to Reclamation in that they create a project repayment source that did not exist before and therefore repay the obligation sooner. Project-specific legislation may require a different distribution for specific projects.

Reclamation's optimization is intended to result in our hydropower plants generating more power with the same amount of water releases through operational changes. Reclamation has recent experience with optimization at Grand Coulee Power plant, and as a result of this work the average power plant efficiency increased by over 2 percent, resulting in approximately 47.5 megawatts in extra power.

Under this initiative, Reclamation can implement optimization programs at the remaining Reclamation power plants. It is estimated that even a 1 percent efficiency improvement from optimization could produce an additional 16.2 megawatts of power at all times. This could result in approximately $5.7 million in extra power revenues annually with a minimal upfront investment.

In addition, Reclamation meets regularly with its power and water customers to discuss upcoming hydropower rehabilitation and modernization work. In these forums, stakeholders have an opportunity to comment on Reclamation activities that might affect power rates.

Subcommittee. Are there any liability issues that need to be addressed?

Mr. Connor. Liability issues are addressed in LOPP agreements through bonding and other agreements. Bonding is used to ensure that a project can be restored to its previous state if a LOPP is abandoned. In addition, Reclamation ensures that project operations cannot be negatively affected by the LOPP through reviews and inspections. If there were an extraordinary event that caused an interruption to Reclamation deliveries of water or power, the developer would be required to compensate Reclamation for those disruptions. This is a required provision in the LOPP contract per the LOPP directive and standard.

Liability issues are dealt with in a FERC License through a signed agreement between Reclamation and the developer. This can take place through bonding or a Letter of Credit. In addition, Reclamation reviews and inspects the project through each phase to ensure that existing project operations are not impacted by the hydropower development.

INNOVATIVE FINANCING

OPTIONS BEING CONSIDERED

Subcommittee. Mr. Commissioner, the Subcommittee has heard reports that the Administration is exploring "innovative" ways to fund our water resource needs. In a constrained budget environment, every avenue should be examined for benefits. There is a concern, however, that the Subcommittee has no visibility on what is being considered. Has Reclamation been involved in this Administration effort?

Mr. Connor. The Administration is exploring innovative ways to improve and modernize Federal water resources infrastructure laws, policies, and practices and is also considering additional proposals to advance efforts already underway to build the foundation of a comprehensive strategy for investing in the Nation's water infrastructure. Reclamation has been involved in this effort. In considering and developing these new policies, procedures, and strategies, the Administration, and Reclamation, will engage and collaborate with the many stakeholders whose interests are tied to our nation's water infrastructure, including State, local, and Tribal governments, as well as the Congress.

Subcommittee. Can you provide a summary of what you are considering and any timeline you might have in mind to discuss your plans with Congress?

Mr. Connor. This effort will be very broad in scope. Reclamation is evaluating various proposals to improve and modernize the way it operates. A title transfer program is one example of a potential proposal that is being considered. Reclamation is committed to engaging in an open dialog with stakeholders and the Congress over the next several months as discussions continue on this and other proposals, once the proposals are adequately formulated.

CENTRAL UTAH PROJECT COMPLETION ACT (CUPCA)

PROPOSAL FOR RECLAMATION JURISDICTION

Subcommittee. Commissioner Connor, could you please explain the purpose of moving the Central Utah Project Completion Act account to within Reclamation jurisdiction? Did something change from last year or has the project reached a particular milestone to prompt the proposal?

Mr. Connor. The decision to seek authority to consolidate the Central Utah Project Completion Act (CUPCA) Office into Reclamation makes sense from a good government standpoint and fits in with broader Administration efforts to consolidate offices and duplicative activities where possible. As part of the Bureau of Reclamation, the Central Utah Project (CUP) will be treated in the same manner as other similarly situated water projects, managed within the Department of the Interior. This move is intended to allow Interior policies and practices to be applied consistently among all Departmental water programs through Reclamation.

CUPCA was enacted in 1992 in an effort to ensure completion of the CUP while addressing long standing environmental commitments and concerns with the previous management of construction and operation, and the Ute Tribal Settlement. The concerns with Reclamation's management and operation of the CUP have been addressed in the intervening years.

FUNDING FOR THE SECRETARY

Subcommittee. The budget request shifts CUPCA to within Reclamation, yet the proposed language would once again provide funding for the activities of the Secretary. What is this funding for? Why wouldn't oversight and administration of this project be funded in the same manner as the rest of the Reclamation projects and programs?

Mr. Connor. The appropriation language regarding $1.55 million "for necessary expenses incurred in carrying out related responsibilities of the Secretary of the Interior" distinguishes funds appropriated for CUPCA program administration and oversight from funding made available for transfer to the Central Utah Water Conservancy District and the Utah Reclamation Mitigation and Conservation Commission for carrying out of actual construction and mitigation activities. Very little modification to Section 201(e) of the Central Utah Project Completion Act of 1992, as amended, was required in order to remove the prohibition from delegating these responsibilities to the Bureau of Reclamation. The Department did not feel it was necessary to modify the Central Utah Project Completion account appropriations language, as appropriated program funding can be utilized by the Bureau of Reclamation once the prohibition is removed, which is the Department's intention.

SAN JOAQUIN RIVER RESTORATION

STATUS OF FLOW MITIGATION MEASURES

Subcommittee. One of the concerns with the San Joaquin River Restoration effort is that the federal agencies seem to be pushing ahead with actions to increase river flows and introduce salmon before making sure that any problems caused by these increased flows, such as seepage, are fixed. What is the status of any efforts to mitigate the impact of these increased river flows?

Mr. Connor. The FY 2013 budget request for Reclamation includes funding to continue seepage monitoring and management efforts, including the evaluation and construction of seepage management projects. These projects include the construction or installation of interceptor lines, drainage ditches, shallow groundwater pumping, and channel conveyance improvements. Funding will also be directed toward non-physical actions such as easements and acquisitions.

Consistent with the directives in Public Law 111-11, Reclamation is committed to holding flows to levels that avoid potential material adverse seepage impacts. Reclamation completed updates to the Restoration Program's Seepage Management Plan and posted an updated plan on the Program's web site in March 2011. The plan has been developed with input from landowners and district managers to address landowner concerns related to potential changes in groundwater elevations that may be a result of the Restoration Program. The approaches to monitor and set groundwater thresholds, as well as responses to address seepage before it impacts adjacent lands, are described in the plan. Reclamation installed and monitors more than 160 groundwater monitoring wells, many on private property and in locations chosen or agreed to by landowners.

In coordination with the public Seepage and Conveyance Technical Feedback Group, Reclamation established thresholds for all monitoring wells and uses data from the wells to inform Interim Flow releases such that potential material adverse seepage impacts are avoided. As a result of the Seepage Management Plan and groundwater thresholds, Reclamation has limited flows below Sack Dam. Reclamation also established a Seepage Hotline for landowners to call if they see or anticipate seepage on their property.

Reclamation is preparing a Seepage Projects Handbook, which is being developed in coordination with local irrigation districts and landowners through the public Seepage and Conveyance Technical Feedback Group. The handbook sets expectations, timelines and processes for implementing seepage projects. Reclamation recently held a Reach 3 and 4A landowner meeting and specifically invited the twenty landowners whose properties are the highest priority for seepage management actions. As a result of this meeting, six different landowners are beginning to work with Reclamation to evaluate their properties for seepage projects. Reclamation will limit flows to levels that do not cause material adverse seepage impacts until these projects are in place.

UPDATED COST ESTIMATE

Subcommittee. Is there a cost estimate for all planned activities within the San Joaquin River Restoration program? How recent is the estimate? Is that the total cost of just the estimated federal share?

Mr. Connor. Reclamation is currently working with the parties to the San Joaquin River Settlement and the other State and Federal agencies implementing the Restoration Program to develop a revised plan for implementation, including a revised schedule and cost estimate. This revised estimate will be for the Program as a whole and will also identify the estimated State and Federal share. We expect to complete this effort in the coming months. While this effort is underway, we continue to implement the San Joaquin River Settlement including our efforts in the planning and designing of the high priority channel and structural improvement projects called for in the Settlement.

KLAMATH BASIN RESTORATION AGREEMENT (KBRA)

ADMINISTRATION POSITION

Subcommittee. Reclamation's budget request includes funding to begin implementation of the Klamath Basin Restoration Agreement, yet the Department of the Interior has not even signed the agreement nor has implementing legislation been enacted. These seem to be somewhat conflicting indications of the Administration's position on this agreement.

Commissioner Connor, does the Administration support the Klamath Basin Restoration Agreement?

Mr. Connor. The goals of the Klamath Basin Restoration Agreement (KBRA) are to provide certainty with regard to water and power supplies, restore the natural resources of the basin, and sustain the communities in the basin through a series of coordinated actions that rely heavily upon the input of local communities and stakeholders who live and work in the basin. We believe in and support these goals. However, the Secretary has not yet made a determination as to whether dam removal, a key component of the Agreement, is in the public interest. Also, a fair and appropriate cost-share that is in the interest of the American public has not yet been fully evaluated. Both of these are necessary prior to the administration declaring its formal position on the KBRA.

Subcommittee. Does the Secretary plan to sign the agreement? If so, when?

Mr. Connor. Because the KBRA involves the settlement of tribal rights as well as certain other actions that need Congressional authorization, we believe Congress must authorize the KBRA before it can be fully implemented. However, because a number of KBRA actions are currently authorized under existing law, there are parts of the KBRA that can be implemented right now.

Subcommittee. Does the Department plan to develop and submit a proposal for authorizing implementation of the agreement? If so, when?

Mr. Connor. Legislation for authorization of the KBRA has already been introduced in both the Senate and the House.

Subcommittee. What if Congress does not pass the KBRA?

Mr. Connor. Without enactment of the KBRA, there will be continuing conflict over the allocation of the water resources of the basin, no certainty regarding water and power supplies, and the long-term health of the fishery, which supports the commercial, tribal, and recreational fishery, will continue to suffer. All of these issues will continue to have a negative long-term impact on the economy and jobs. We also believe that without the KBRA and its companion, the KHSA, there will be additional costs associated with a new FERC licenses for the dams that will be passed on to the rate-paying public. The California and Oregon Public Utilities Commissions have found those costs to be a minimum of $460 million.

BUDGET PRIORITY

Subcommittee. Can you please explain why or how the Klamath Basin Restoration Agreement is such a high priority that funding was included in a budget request of limited dollars when the agreement hasn't even been authorized yet?

Mr. Connor. As explained above, the KBRA involves a suite of actions, many of which are authorized under existing law. We believe the goals of the KBRA-- to provide certainty with regard to water and power supplies, restore the natural resources of the basin, and sustain the communities—are closely linked to the economy, jobs and avoiding conflict in the Basin. As such, believe we should be doing everything we can to implement those parts of the KBRA authorized under existing law.

FUTURE YEAR OBLIGATIONS

Subcommittee. What are the total cost estimates and future year federal funding needs for the entire Klamath Basin Restoration Agreement?

Mr. Connor. The KBRA is currently configured to be implemented over a 15 year period for a total cost of $ 798.5 million (in 2007 dollars). The costs of implementation will be shared by federal agencies at the Department of the Interior, the Department of Commerce, and the Department of Agriculture. We also believe the States of Oregon and California may be able to provide some funding over this period as well.

Subcommittee. What are the total cost estimates and future year funding needs for just those KBRA activities to be initiated under the fiscal year 2013 budget request?

Mr. Connor. Reclamation's budget request includes $7.1 million in funding specifically for KBRA related activities in FY 2013. Funding would allow Reclamation to begin implementation of the following KBRA related programs:

- The On-Project plan is designed to assist Reclamation contractors in achieving water demand reductions sufficient to meet the water allocation specified in the agreement. FY 2013 funding would be sufficient to complete the development of the plan and related NEPA compliance.

- The Interim Power Sustainability Program is designed to provide short term funding to Reclamation contractors to stabilize total power costs while other long term components of the renewable power resources program are brought on line. The total estimate to complete implementation of the Interim Power Sustainability Program is approximately $7.69 million and future needs beyond FY 2013 would be approximately $6 million.

- The Interim Flow and Lake Level program is designed to reduce surface water diversions to increase river flows and lake elevations until the On-Project Water plan is fully implemented. The future needs under current authorities beyond FY 2013 would be approximately $5.5 million.

- Completion of a ground water technical investigations and improvements to the existing Klamath Basin ground water model. Funds in FY 2013 would be sufficient to complete this task.
- Completion of a study and plan for the acquisition and delivery of Federal power for the Klamath Project through PacifiCorp facilities. Funds in FY 2013 would be sufficient to complete this task.
- Completion of a financial and engineering plan for the development of a renewable power program. Funds in FY 2013 would be sufficient to complete this task.

INDEPENDENT BENEFITS

Subcommittee. Will the activities in the budget request for the Klamath Basin Restoration Agreement provide any benefits independent of the overall agreement itself? In other words, are these activities only useful if the full agreement is implemented? If authorization of the KBRA is never enacted, will the fiscal year 2013 budget request activities have been pointless?

Mr. Connor. Reclamation anticipates that the programs and funding identified in the KBRA budget will provide benefits to Reclamation contractors, tribal trust assets, and ESA listed species independent of the overall agreement. The benefits from this funding would continue into the future even if the KBRA is not authorized.

Subcommittee. To what extent, if any, do the activities proposed in the budget request affect or restrict the possible options for implementation of the agreement?

Mr. Connor. The activities proposed for funding are fully compatible with programs envisioned in the KBRA and would not affect or restrict implementation of the agreement.

LIKELIHOOD OF ADDITIONAL LAWSUITS

Subcommittee. Mr. Commissioner, are you aware of any opposition to the KBRA?

Mr. Connor. We are aware that some parties who were involved in the negotiations at various times in the past are opposed to certain provisions in the KBRA.

Subcommittee. Are there any guarantees against additional lawsuits included in the Agreement?

Mr. Connor. While most of the parties that have been involved in litigation in the past are parties to the KBRA, there are no guarantees that outside parties will not challenge the KBRA.

Subcommittee. Some cost estimates put this program at $1 billion or more. If Congress passes the KBRA and appropriates money for it, are we simply putting significant taxpayer investments at risk of being negated by lawsuits under existing laws?

Mr. Connor. While there is a possibility that someone may challenge the KBRA, we also note that in the last ten years alone we have seen water supplies to the irrigation project cut-off, leaving farmers and the farm community without work; an unprecedented fish kill harming the tribal, recreational, and commercial fishery; closure of all or parts of the commercial fishery; significant adverse impacts to wildlife refuges; rapidly escalating power costs to agricultural water users and tribal unemployment continuing to escalate. Failure to resolve these problems will lead to continuance of the conflict and litigation that has plagued this basin and taken a toll on the communities, the resources of the basin, the economy, and the job market. The proposed taxpayer investment is intended to reduce the overall risk to the local and regional economy.

RELATION TO THE KLAMATH HYDROELECTRIC SETTLEMENT AGREEMENT

Subcommittee. Does the funding in the fiscal year 2013 budget request for the KBRA at all affect activities related to the Klamath Hydroelectric Settlement Agreement or the Secretary's review of whether it would be beneficial to remove four non-federal hydropower dams?

Mr. Connor. We believe the actions proposed in the FY 2013 budget request for KBRA are necessary and needed in order to start the process of securing water and power supplies. Implementation of these items will not affect any determination as to the potential for facilities removal under the Klamath Hydroelectric Settlement Agreement.

KLAMATH NON-USE VALUATION SURVEY

USE OF CASH INCENTIVES

Subcommittee. Commissioner Connor, recent reports are that last year the Department of the Interior sent out a survey to measure the societal, non-economic value of removing four privately-owned dams on the Klamath River in Oregon and California and that these mailings included cash as an incentive to respond. Are these reports true?

Mr. Connor. The Department did conduct a survey consistent with the Economic and Environmental Principles and Guidelines for Water and Land Related Resources Implementation Studies (P&Gs). The survey measured the economic values society as a whole places on restoration of the resources of the Klamath Basin. Page 79 of the P&Gs. The P&Gs have been in place since 1983 and are applicable to the Bureau of Reclamation (Reclamation) and other Federal water resource development agencies. "Contingent valuation methods obtain estimates of changes in National Economic Development (NED) benefits by directly asking individuals about their willingness to pay (WTP) for changes in quantity of recreation at a particular site. Individual values may be aggregated by summing the WTPs for all users in the area." Id. Environmental amenities not normally sold as a priced good in a market can provide services that support recreational activities such as hiking, hunting, fishing, skiing, etc. There are a number of publications that discuss the development and use of nonuse valuation studies. We can provide a list upon request.

The survey was conducted as one part of an economic analysis that will inform the Secretary of the Interior's (Secretary) determination as to whether the proposed Klamath River restoration initiative is in the public interest and will help restore the salmonid fisheries. The Klamath agreements, signed by more than 45 stakeholders in the Klamath Basin, committed the Secretary to make this determination once Congress has passed authorizing legislation and Oregon and California commit funding for the project. Evaluation of the public interest includes evaluation of the results of an economic analysis addressing benefits, costs, and distributional effects of the proposal. An interagency economics team – consisting of representatives from the Department (U.S. Fish and Wildlife Service and Reclamation) and the National Oceanic and Atmospheric Administration National Marine Fisheries Service – was responsible for completing the economic analysis.

On behalf of the Department, Reclamation awarded a Task Order contract in December 2009 to RTI International, Inc. (RTI) using a General Services Administration (GSA) contract of prequalified vendors. RTI was contracted to design and implement a nonuse valuation survey of the U.S. public to account for potential nonuse economic values for the incremental environmental improvements anticipated with the restoration initiative.

The survey and its methodology were approved by the Office of Management and Budget (OMB) consistent with the Paperwork Reduction Act (PRA) which requires agencies seeking information from the public to obtain such prior approval. As is common for these types of surveys, the methodology was developed using extensive internal review, review by outside experts, OMB review, focus groups, a pilot test, and public comment.

Consistent with OMB guidance issued in 2006, the Department justified the need for incentives in conducting the survey in its submissions to OMB. See page 70, Office of Management and Budget, 2006. Questions and Answers when Designing Surveys for Information Collections. Providing small, token cash incentives is very common when conducting surveys, in both the public and private sectors. These incentives are provided in order to increase response rates and ensure statistical accuracy. Lower response rates could create the need for additional printing, mailings, follow-up, etc., the costs of which would offset the costs of any financial incentives provided.

The two public comment periods (75 FR 54648 [9/8/10] and 76 FR 9047 [2/16/11]) were part of the process required to obtain OMB approval to conduct the study. The pilot survey was conducted in May 2011, and the results were provided to OMB for evaluation and review as requested and as noticed in the Federal Register. Subsequent survey administration followed standard and approved practices. Data collection was completed in October 2011, and the report of findings was finalized on January 19, 2012. RTI's contract with Reclamation ended on February 28, 2012.

Subcommittee. If true, what was the total cost of this survey and how much of that total was specifically used for cash incentives?

Mr. Connor. The total contract award of $867,333 included the cost of design of the survey, conducting the survey (including incentives), and the analysis of the results. The cost of cash incentives for this survey totaled

$46,900, as shown on Tables 4-1 and 6-1 of the Klamath River Basin Restoration Nonuse Value Survey Final Report, dated January 19, 2012.

Overall, the response rate was 32.8 percent, which is a consistent response rate associated with mail surveys. The response rate from the 12-county Klamath area was about 10 percent higher than the public at large.

Subcommittee. If true, were appropriated dollars used for this survey? From which account and line item were these funds spent?

Mr. Connor. Appropriated dollars funded this survey from the Water and Related Resources – Recovery Act account (OMB account 14-0681) and were obligated under the Klamath Dam Removal Study project.

Subcommittee. Have you conducted or considered similar surveys with similar incentives for use in any other Reclamation activity?

Mr. Connor. The Glen Canyon Environmental Studies, Passive Use Values Study (OMB Control Number: 1006-0016) was cleared by OMB on August 23, 1994, for information collection by Reclamation and mailed a $2 incentive in the pilot test and used a $3 incentive in the final study. The Elwha/Glines Canyon dam removal by the National Park Service (NPS) analyzed passive or non-use values in the Environmental Impact Statement (EIS), and mailed $1 with the initial survey as an incentive. NPS is the dam removal entity for this activity, with Reclamation providing technical assistance.

The Federal government frequently uses financial incentives to increase survey response rate. Though not necessarily conducted by Reclamation, some recent examples include: a 2003 study involving snowmobile use in the Greater Yellowstone area used a $5 incentive, and a NOAA study on coral reefs published in 2011 provided a $2 incentive to the initial survey group and $5 to a sub-set of non-responders. Other federal agencies (e.g., USDA, Census, BLS, HHS) have also used financial incentives.

VALUE OF SURVEY

Subcommittee. While the use of cash incentives may not be an unusual practice in private sector surveys, the Subcommittee was not aware of taxpayer dollars being used in this manner. Additionally, this is a complex issue. It seems like it would be difficult to get accurate and informed opinions from a simple mailed survey.

How did you address the challenge of getting opinions on such a complex issue in a mailed survey?

Mr. Connor. Chapters Three and Four of the *Klamath River Basin Restoration Nonuse Value Survey Final Report*, dated January 19, 2012, describe the survey design and the sample and data collection, respectively. The survey was extensively reviewed and tested, using the best accepted professional survey research techniques. This included extensive internal review, review by outside experts, review and approval by OMB, the use of focus groups to pretest the survey instrument, a pilot test of the survey, one-on-one "cognitive interviews," and review and comment by the public. The survey itself also included questions regarding the extent to which the information presented was understandable.

The survey instrument was designed to present salient information in language understandable to the lay public.

Subcommittee. How are the results of this survey being used in the context of the Secretary's determination on the removal of the four private dams?

Mr. Connor. The results from the nonuse value study are one set of information which is used in assessing overall costs and benefits associated with potential dam removal. This information is then used, along with the results of more than 50 other studies, the work of four independent expert panels, and environmental analysis associated with NEPA, which will inform the Secretarial Determination as to whether the proposed restoration initiative would advance restoration of the salmonid fisheries of the Klamath Basin and be in the public interest, including impacts on affected local communities and Tribes.

INDIAN WATER RIGHTS SETTLEMENTS

ESTIMATED COMPLETION DATES

Subcommittee. The budget request continues funding for several Indian Water Rights Settlements. This funding is certainly an important component to meeting the federal government's responsibilities to Tribes. The budget justification provides some, but not complete, information on remaining funding costs.

Can you please provide a better sense of how much funding will be required to meet the requirements of the Settlements included in the fiscal year 2013 budget request?

Mr. Connor. The Claims Resolution Act (CRA) of 2010 (P.L. 111-291) authorized four Indian Water Rights Settlements: White Mountain Apache Tribe Water Rights Quantification Act, Crow Tribe Water Rights Settlement Act, Taos Pueblo Indian Water Rights Settlement Act, and Aamodt Litigation Settlement Act. The CRA authorized $1.23 billion in order to complete the settlements. Of the $1.23 billion, Reclamation is responsible for $869.3 million and the Bureau of Indian Affairs (BIA) is responsible for $360.7 million for completing its requirements under the CRA.

Of the activities that are the responsibility of Reclamation, $624.9 million in mandatory funding was provided by the CRA and $244.3 million was authorized to be appropriated as annual discretionary funding. Some of these funds, both mandatory and discretionary, will be indexed back to dates specified in the Act.

The CRA also directs an additional $60 million per year in mandatory funding for each of the three years FY 2012 – FY 2014 to the Reclamation Water Settlement Fund established under P.L. 111-11. According to the priority ranking for the use of the funds as specified under P.L. 111-11, the $180 million is planned to be used for the Navajo-Gallup Water Supply Project.

The Navajo-Gallup Water Supply project was authorized in FY 2009 by P.L. 111-11 and currently has an estimated total cost of about $1 billion. The authorized appropriations ceiling has and will continue to be indexed throughout the life of the project. In FY 2020, the Navajo-Gallup Water Supply project will have access to an additional $120 million per year in mandatory funding from the Reclamation Water Settlement Fund (subject to the prioritization for use of the funds specified by P.L. 111-11) up to a maximum of $500 million in mandatory funding.

The amount of additional funding that will, in total be required on a year-to-year basis through annual appropriations will be dependent on scheduled authorized activities and the availability of mandatory funding, particularly for the Navajo Gallup Water Supply Project. At present, Reclamation expects to request appropriations for over $474 million for the current Indian Water Rights Settlements over the life of the projects. Within the Claims Resolution Act, the settlements are still in the planning/design phase. Only the Crow Irrigation Project is expected to start construction in FY 2012, pursuant to the Crow Tribe Water Rights Settlements Act. The Navajo-Gallup Water Supply Project also begins construction in FY 2012.

It is important to note, however, that unless the timelines within each of the Acts are met, the water rights settlements, which have taken decades of litigation and negotiation, could fail. This is because each Act includes pre-requisites that must be met by individual dates certain (i.e., "enforcement dates"), in order for the Secretary of the Interior to certify each settlement, including full funding of the appropriated dollars required in the Act. For example, the Taos Pueblo Indian Water Rights Settlement Act requires that $20 million be appropriated to provide certain grants (Reclamation's portion of the Act) by March of 2017, or the settlement is null and void. Other Acts included in the CRA have similar deadlines.

Subcommittee. Do you anticipate funding to remain relatively steady or will there be years of significantly increased funding needs?

Mr. Connor. Funding for the settlements will likely not be level over future fiscal years and it is expected that there will be significantly increased funding needs. The requirements for annual appropriations are dependent on the timelines within each of the Acts and the work that needs to be conducted as required by the legislation, especially the construction schedules for completing the major water infrastructure projects. For example, the President is requesting $25 million in FY 2013 for the Navajo-Gallup Water Supply project. The funding levels to support the construction schedule are projected to be in the range of $80 - $90 million per year between FY 2014 and FY 2019. The availability of $180 million in mandatory funds will mitigate the need for increased annual appropriations, but only partially.

Subcommittee. How long will it take for Reclamation to complete its responsibilities under these Settlements at this level of annual funding?

Mr. Connor. Each of the Settlements has different requirements for completion. As required by P.L. 111-11, all authorized appropriations are to have been received by FY 2024 for the Navajo-Gallup Water Supply project. The Crow Tribe Water Rights Settlement Act has an end date of June 30, 2030, by which all appropriations have to have been made available. Some of the Settlements have extensive water supply rehabilitation and construction projects that will extend many years. Others, like the Taos Pueblo Indian Water Rights Settlement Act, require the accomplishment of several Mutual Benefit Projects, such as rehabilitation of the Taos Indian's sacred Buffalo Pasture area. As well, within each of the settlements there are enforceability dates specifying the deadlines for actions that must be accomplished by the Secretary, memorialized by publication in the Federal Register.

FUTURE SETTLEMENTS

Subcommittee. There are numerous other Indian Water Rights Settlements currently in negotiations or waiting to begin negotiations. Do you have any estimates of potential federal costs for future Settlements? Understandingly, it might be difficult to estimate the entire universe of potential settlements, but what about at least those that are close to reaching agreements?

Mr. Connor. It is very difficult to give estimates of the costs of pending settlements while they are in the process of being negotiated or while legislation is still under consideration by Congress. Even after a settlement bill has been introduced in Congress, negotiations over costs of the settlement often continue. For example, the Blackfeet settlement (S. 399) has yet to be scored by the Congressional Budget Office. Negotiations over the cost and other provisions of S. 399 are continuing and not sufficiently advanced as to offer a reasonable estimate of settlement costs.

The Navajo Hopi settlement legislation (S. 2109) was introduced with authorized appropriations of approximately $358 million. DOI has not taken a position on S. 2109.

MISCELLANEOUS

BIOLOGICAL OPINIONS

Subcommittee. The Endangered Species Act sometimes requires Reclamation to enter into Section 7 consultations to ensure continued operation and maintenance of existing, authorized projects. In those situations, does Reclamation policy allow you to commit to undertaking activities you don't then have the authority to do? If so, do you at least make those commitments contingent upon future authorization?

What is your process for deciding whether to request additional authorization if needed to comply with a biological opinion?

Mr. Connor. Reclamation has consulted with both the U.S. Fish and Wildlife Service and National Marine Fisheries Service, as appropriate, pursuant to Section 7 of the Endangered Species Act (ESA) for our ongoing operations and maintenance of numerous existing, authorized projects. In some cases Reclamation is able to comply with the ESA through informal consultation, whereby we are able to conclude that our actions "are not likely to adversely affect" federally listed species and obtain written concurrence from the Service(s). If necessary, we conduct formal consultation with one or both Services and request a biological opinion (BiOp) as to whether our actions will "jeopardize" the continued existence of federally listed species or result in the "destruction or adverse modification" of designated critical habitat. If the Service(s) determines "jeopardy" or "adverse modification", the BiOp will contain "reasonable and prudent alternatives." The ESA regulations at 50 CFR 402.02 define this as, "recommended alternative actions identified during formal consultation that can be implemented in a manner consistent with the intended purpose of the action, that can be implemented consistent with the scope of the Federal agency's legal authority and jurisdiction, that are economically and technologically feasible, and that the Director believes would avoid the likelihood of jeopardizing the continued existence of listed species or the destruction or adverse modification of designated critical habitat". In most cases, the issue of Reclamation's authority to conduct an activity required by a BiOp is worked out at that stage of the consultation process when we review the draft. In a few cases, we have determined that authority may not exist for carrying out the requirements in a BiOp. In those cases we have either re-consulted to obtain a new BiOp with different reasonable and prudent alternative(s) or sought appropriate authority from Congress.

PRINCIPLES AND GUIDELINES

Subcommittee. Does the fiscal year 2013 budget request include any funding for developing or implementing an update to the "Principles and Guidelines" for evaluating proposed water resource development projects used by Reclamation and other federal agencies? If so, how much funding is proposed and in which line item is it?

Mr. Connor. Reclamation has not requested specific funding to develop or implement any revisions to the Principles and Guidelines (P&Gs) in the FY 2013 budget request. Reclamation staff has had previous involvement in the effort to revise the P&Gs as required by the Water Resources Development Act of 2007. Since FY 2009, this involvement has included staff participation on an Interagency Team to provide input into how suggested revisions to the P&Gs might affect Reclamation's existing plan formulation and analytical procedures for evaluating Federal investments in water resources. Reclamation staff has also reviewed and commented on various draft versions of the revisions to the P&Gs as requested by the Council on Environmental Quality. In addition, Reclamation has participated in a few initial meetings with the Department of the Interior (DOI) and other Federal agencies to determine potential coordination needs for implementing the revisions once they are finalized. These relatively minor activities were funded out of Reclamation's Policy and Administration budget. It is anticipated that further coordination with DOI and other Federal agencies will be required in FY 2013 and would likely also be minor in scope and funded in the same manner.

AMERICA'S GREAT OUTDOORS INITIATIVE

Subcommittee. Commissioner Connor, the Administration continues to tout its "America's Great Outdoors Initiative" to increase recreational access and opportunities on federal lands and waters. To what extent is the Bureau of Reclamation involved in this initiative?

What specific actions have been taken and what is proposed in the budget request specifically in support of this initiative?

Mr. Connor. In November 2011, Secretary Salazar released a 50-State America's Great Outdoors Report outlining more than 100 of the country's most promising projects designed to protect special places and increase access to outdoor spaces. This report is part of President Obama's America's Great Outdoors initiative to establish a community-based 21st Century agenda for conservation, recreation, and reconnecting Americans to outdoors.

Reclamation has the lead on three projects identified in the report. The San Joaquin River Restoration Program in California has a total appropriations request in FY 2013 of $14 million, of which $2 million is provided through the Central Valley Project Restoration Fund. The Platte River Recovery Implementation Program in Nebraska is funded at $8 million in FY 2013. The Colorado River Heritage Greenway Park and Trails program in Nevada is funded in FY 2013 at $200 thousand through the Recreation and Fish and Wildlife Program Administration line item.

Subcommittee. What are the impacts of the budget request on recreation opportunities at Reclamation lands and facilities? Will recreation opportunities remain steady, increase or decrease under the budget request? Please provide details of any changes in the level of service expected at Reclamation recreation areas.

Mr. Connor. Recreation opportunities will remain steady under the FY 2013 budget request. Reclamation has developed 289 areas that draw over 90 million visits annually. However, most of the developed recreation areas are managed by other Federal agencies or non-Federal partners.

Subcommittee. Will any changes in funding affect public safety, including water safety? If so, to what extent, and how will this be managed?

Mr. Connor. The President's FY 2013 Budget ensures the safety and security of the Public and Reclamation employees and facilities, which remains a priority for Reclamation. There are no changes in funding that will affect public or water safety.

QUESTIONS FROM CHAIRMAN FRELINGHUYSEN OF NEW JERSEY

FISCAL YEAR 2012 ADDITIONAL FUNDS JUSTIFICATION

Chairman Frelinghuysen. Commissioner Connor, Reclamation's report to the Committee on how the fiscal year 2012 additional funds were allocated included some justification of the agency's decisions, but it was not quite the level of detail we were looking for. Basically, we were looking for project-level justification, but what we received was a description of the broad guidelines used for each category of funding.

Do you have the project-level information you can provide to the Committee? Or will you commit to continuing to work with us to understand and develop the information we would like to see?

Mr. Connor. Reclamation based its decisions on a thorough review at a Reclamation-wide level to ensure a balanced approach. This funding is allowing Reclamation to accelerate or complete work on selected projects that will meet high priority needs sooner than would otherwise be the case, while stimulating regional economies and creating jobs.

The $30 million in funding for Rural Water construction was allocated to projects based upon their relative ranking using interim revised criteria. The new "interim criteria" broadened the factors considered in allocating rural water funds. These criteria included (1) available cost-share; (2) urgent and compelling needs for water within service area; (3) regional participation and economic factors; (4) water-use efficiency; and (5) Native American participation. These criteria will be refined over the next six months with public input.

After prioritizing the projects, the specific amount of the allocation to each Rural Water project was reached by analyzing each project's ability to complete discrete construction segments that would significantly advance the provision of potable water to people.

A similar process was applied to allocate the $5 million for Facilities Operation, Maintenance and Rehabilitation using existing prioritization criteria. The other 3 categories were allocated funding to support high priority programs and activities.

We conducted this review within a short timeframe and focused on those projects that we knew could begin obligating funds this year.

Reclamation will be happy to work with the Committee to understand their needs and develop more specific information.

BUDGET PRIORITIZATION

Chairman Frelinghuysen. As I mentioned in my statement, I believe we should be focusing limited funding on those activities that are most likely to have economic benefits and that will do the most to support our economy and job growth.

Commissioner Connor, can you please provide more detail on how Reclamation prioritizes the many demands for funding? To what extent does your budget request take into consideration the economic impacts of the activities to be funded?

Mr. Connor. Reclamation bases its decisions on a thorough review at a Reclamation-wide level to ensure a balanced approach. We always aim to meet our highest priority needs and believe our investments help to both create and sustain jobs. Our priorities center on ensuring the delivery of water to Reclamation customers along with the generation of power for project purposes and the Nation. Ensuring the protection of public safety is also one of Reclamation's highest priorities, which we accomplish through the safety of dams and site security programs, as well as maintaining all of our infrastructure in safe operating condition. Restoration efforts to address environmental and river estuarial needs, including requirements of specific legislation, also rank high on the list of priorities as the restoration efforts are critical to continued operation of Reclamation projects in compliance with the Nation's environmental laws. Other legal obligations include the implementation of Indian Water Rights Settlements which will improve the quality of life for Native Americans. Encouraging and supporting water conservation, energy efficiency and expansion of renewable energy development, and providing clean, potable water through our rural water program are also Reclamation priorities. We believe that by funding these priorities and ensuring clean, reliable water to our customers, the economic benefits to will be both immediate and sustainable.

The 2013 budget allocates funds to projects and programs based on objective, performance-based criteria to most effectively implement Reclamation's programs and its management responsibilities for its water and power infrastructure in the West. Reclamation is committed to working with its customers, States, Tribes, and other stakeholders to find ways to balance and provide for the mix of water resource needs in 2013 and beyond.

FUTURE YEAR FUNDING NEEDS

Chairman Frelinghuysen. The fiscal year 2013 budget request seems to continue a troubling trend of initiating funding for large, costly projects with little to no analysis or justification presented for how these commitments will be met in the future. Without getting into the merits, or lack thereof, of each specific project, I wonder how we will afford to fund all of them in future years.

Commissioner Connor, what kind of analysis of outyear needs has Reclamation conducted? Have you at least completed a five-year plan like the Committee has repeatedly directed you to do?

Mr. Connor. Reclamation commits to make every effort to satisfy the Committee's request for a five-year plan in the very near future. "Total Cost Information" is included in tabular format for individual projects in Reclamation's Budget Justifications each year. The table includes the total estimated cost, for both federal appropriations and non-federal cost share, as well as what has been provided in both categories through the end of the previous fiscal year, the appropriation for the current year, request for the budget year, and balance to complete—all, again, presented by both federal appropriations and non-federal cost share. Please see the example below.

Total Cost Information*

	Total Estimated Cost	Total to 9/30/11	FY 2012	FY 2013	Balance to Complete
Reclamation	$287,715,000	$119,823,480	$9,487,000	$7,500,000	$150,904,520
Non-Federal	27,104,000	6,320,771	0	0	20,783,229
Total	$314,819,000	$126,144,251	$9,487,000	$7,500,000	$171,687,749

* Includes costs associated with the authorized appropriation ceiling.

Chairman Frelinghuysen. Is it responsible to start all of these large, costly projects without a good idea of what it will mean for the Reclamation budget in years to come?

Mr. Connor. It is critical to manage costly projects with a vision of the implications for years to come. This is an area in which the Reclamation's goals completely align with the Committee's. In fact, there are entire programmatic areas in which out-year implications are considered as a fundamental criterion in which projects are selected for submission for funding. Among these are the rural water projects. Reclamation puts a substantial amount of analysis into this consideration.

When Reclamation developed future year budgets, we made sure to be aware of the implications of the FY 2013 budget request on Reclamation's out-year budget needs: Reclamation is aware of a number of high priority projects and programs with large ongoing funding requirements that must compete against other basic mission critical responsibilities. Among the criteria used to determine which projects were recommended to be included in the request (as in recent past years) are future years' (or systemic) funding implications.

Finally, it should be noted that many of the large costly projects that have been initiated in recent years are part of settlements (both Indian Water Rights and others) that Congress recently enacted and which contain specific implementation schedules. Several of these settlements contain innovative financing mechanisms that address some long-term costs. We will continue to evaluate creative financing mechanisms as appropriate.

Chairman Frelinghuysen. As these newer projects get going and the funding needs go up, what will be the impacts to existing infrastructure needs, particular if the budget remains flat, which might be optimistic?

Mr. Connor. Once again, we share the concerns of the Committee. We are well aware of the need to maintain our existing infrastructure, and it is true that newer projects compete for the same funding. We undergo a very strenuous process of prioritizing Reclamation's budget, including maintenance and repair needs, and we measure these needs against our project needs.

Even in a time of flat budgets, a high level of funding is allocated to facilities operations, maintenance and rehabilitation (OM&R). For example, in FY 2013, in spite of additional competing priorities such as Indian water rights settlements, Reclamation nonetheless increased the request for

Reclamation-wide Aging Infrastructure line item (to $7.3 million) and safety of dams (an additional $4 million from the FY 2012 budget).

On an annual basis, Reclamation engages in a multi-step process to identify and prioritize needs and build its budget at each level of the organization based upon the funding limitations that the agency faces. For OM&R, the processes are as follows:

Facility Operations. Within the regional and programmatic targets, this category reflects the budget necessary for continued operations of project facilities, and therefore these activities are given the highest priority during Reclamation's annual budgeting process. The need to maintain a high priority on this budget category reflects Reclamation's primary mission of delivering water and power. The budget necessary for these mission-related operational activities is determined and prioritized based on various site-specific factors for each of Reclamation's project facilities, including: Treaties, compacts, and other legal requirements; health and safety issues; environmental issues; and improved efficiency or cost savings related to operations.

Facility Maintenance and Rehabilitation. Although this category includes a wide variety of activities, most of the budgeting is targeted towards dam safety activities, security upgrades, building seismic safety retrofits, or replacements, additions, and extraordinary maintenance (RAX) items. The remaining budget under this category is targeted for a range of program management activities that are in support of these site-specific remedial measures.

The following programs/activities under this budget category have a distinct prioritization system and/or criteria using a risk-based approach based on the probability of an incident occurring and the consequences of such an incident if budgetary funds were not obtained and the deficiency remediated. It should be noted that priorities can change during the budget execution year due to the dynamic nature of facility operations and based upon a reassessment of conditions, circumstances, and resources.

Dam Safety Program. One of the tasks within Reclamation's Safety of Dams Program is the Initiate Safety of Dams Corrective Action (ISCA). This task provides for safety of dam modifications and includes project formulation, approval, preconstruction, and construction activities for

Reclamation's dams with identified safety issues. As studies progress on any dam, changes in schedule or scope of work may occur due to increased knowledge of risks, changes in dam performance, or impacts on critical water supplies from interim actions such as reservoir restrictions.

The ISCA appropriation request allows funding to be readily focused on priority structures based on an evolving identification of risks and needs within available funding. The prioritization of the structures is, in a generalized sense, based on a facility's potential annualized loss of life. The present state of the annualized life loss for all of Reclamation's high- and significant-hazard structures is evaluated either through a Comprehensive Facility Review (CFR), Issue Evaluation, or Risk Assessment. Potential risk reduction is evaluated in a Corrective Action Study, which determines the potential annualized life loss for the various modification scenarios. Selected teams are utilized to determine the expected annualized life loss and the findings are verified by a Dam Safety Advisory Team typically comprised of three or more members depending on the complexity of the structure.

Site Security Program. Installation of security retrofits/upgrades (often referred to as fortifications) are capital improvements, similar to dam safety modifications and building seismic safety retrofits. These security upgrades (fortifications) are prioritized based on risk, using a combination of facility criticality, vulnerability, and potential consequences.

Federal Building Seismic Safety Program. Similar to the Dam Safety Program, the Federal Building Seismic Safety Program uses a methodology to prioritize building rehabilitation based on annualized loss-of-life (ALOL) risk estimates. This estimated level of risk is used to determine if a seismic risk reduction project is warranted. If a risk reduction project is warranted, the priority of that project relative to all other seismic risk reduction projects is established using the ALOL estimate.

Examination of Existing Structures (EES) Program. The majority of this program covers inspection and evaluation activities, under the facility maintenance and rehabilitation category, that are critical to assessing the condition and identifying any needed O&M improvements in Reclamation's water and related infrastructure. The budgeting of these activities represents the minimum resources necessary to effectively conduct these condition assessments. Other activities in this program are directed to the development, updating, and implementation of operational documents and emergency management procedures and are budgeted under the facility operations category. All EES Program activities are given a high priority, similar to project operations activities budgeted under Facility Operations.

Replacements, Additions and Extraordinary Maintenance (RAX) Items. Each of Reclamation's five regions that requests significant funding for RAX items has a defined ranking system that uses a risk-based approach to prioritize the items. A qualitative evaluation is made of the probability and the potential consequences that would result if a particular RAX item is not funded and accomplished. Each region ranks RAX items from the most critical to the least critical using a region-specific ranking system that meets its particular priorities, facilities, and needs. The common factors identified within the RAX criteria used by the regions include: contractual requirements; treaties, compacts, and other legal requirements; health and safety issues; environmental issues; impacts to facility operations and maintenance/repairs; and improved efficiency or cost savings.

Prior to budget submission, Reclamation's rolled-up budget is reviewed via a process to comprehensively review and assure a Reclamation-wide prioritization of items/activities identified by the regions to ensure that the greatest needs are reflected in the budget. In this process, a risk-based approach is applied to items/activities at the corporate level to determine if it is appropriate to include the work activities in the proposed budget (compared to other activities) or if such activities can be justifiably delayed, without compromise to mission or facility integrity, to a future budget year. It should be noted that Reclamation does not defer critical maintenance.

From time to time, in any given budget year, unanticipated needs, including emergency dam safety actions and emergency RAX items, do occur and must be addressed immediately to assure safe and reliable water and power deliveries.

Chairman Frelinghuysen. Part of this Subcommittee's difficulty in evaluating the budget proposal and prioritization of actions is that the justification does not include very much information on total cost estimates or other related information on future obligations. Will you commit to working with us to refine your budget justification to include this useful information?

Mr. Connor. We will be happy to do so.

LARGE-SCALE ENVIRONMENTAL RESTORATION PLANS

Chairman Frelinghuysen. Does each of Reclamation's large-scale environmental restoration efforts – such as the Central Valley Project Restoration or the California Bay Delta Restoration – have a clear plan with measurable goals, appropriate milestones and measures, realistic cost estimates, and a defined endpoint?

If not, are you working on such items?

Mr. Connor. The status of such plans for each large-scale project is described as follows:

The California Bay-Delta Restoration is an appropriation available to the Bureau of Reclamation to provide federal support for California's CALFED Bay-Delta Program.

The CALFED Bay-Delta Program was established in 1994 to develop a comprehensive long-term plan to address the complex and interrelated problems in the Bay-Delta region, tributary watersheds, and delivery areas. The Program's focus is on conserving and restoring the health of the ecosystem and improving water management (e.g., water supply and reliability through storage and conveyance; water quality for drinking, fisheries, and other environmental purposes; and ensure integrity of levees for water conveyance and flood protection).

A consortium of Federal and State agencies participate in the Program. Federal agencies include: U.S. Department of the Interior's Bureau of Reclamation, Bureau of Land Management, Fish and Wildlife Service, Geological Survey; U.S. Department of Agriculture's Forest Service and Natural Resources Conservation Service; U.S. Department of Commerce's National Oceanic and Atmospheric Administration Fisheries; U.S. Army Corps of Engineers; U.S. Environmental Protection Agency; and Western Area Power Administration. State agencies include the Resources Agency, Department of Parks and Recreation, Department of Water Resources, Department of Fish and Game, Delta Protection Commission, Department of Conservation, Reclamation Board, San Francisco Bay Conservation and Development Commission; California Environmental Protection Agency - State Water Resources Control Board; Department of Health and Human Services; and Department of Food and Agriculture.

The California Bay-Delta appropriation also supports Reclamation's participation in the development of the Bay Delta Conservation Plan (BDCP) and associated environmental documents. The BDCP is one of the major efforts to restore the Bay-Delta ecosystem and includes many of the State and Federal agencies listed above, as well as water agencies, environmental organizations, and delta interests including the delta counties. The development of the BDCP is bolstered by independent science reviews provided by the National Academy of Sciences as well as the California Delta Stewardship Council's Delta Science Program. The BDCP is expected to be a clear plan with measurable goals, appropriate milestones and measures, realistic cost estimates, and a defined endpoint.

For the past 20 years the joint Reclamation and U.S. Fish and Wildlife Service Central Valley Project Improvement Act (CVPIA) Program has contributed to the restoration of healthy fish and wildlife populations and their habitats throughout the Central Valley while meeting the water needs of the public. The Program has collaborated with the State of California, local governments, watershed organizations, and water users to implement projects with a focus on anadromous fish restoration and wildlife refuge water supply activities.

For Central Valley fisheries, the program is guided by the Final Restoration Plan for the Anadromous Fish Restoration Program which outlines 289 key actions and evaluations to implement the provisions of the CVPIA that contribute to the goal to double natural production of anadromous fish, which includes a variety of projects to restore and improve habitat in numerous watersheds. Also, the program has identified as part of the Anadromous Fish Screen Program (AFSP), several high priority diversions on the Sacramento River for which screening is needed to prevent fish entrainment. The AFSP actions include completion of work to improve fish passage at the Pritchard Lake pumping plant as the second phase of work with the Natomas Central Mutual Water Company; construction of a new screened diversion for Reclamation District 2035 which is working in cooperation with the Woodland Davis Clean Water Agency, on a new joint intake facility to replace an existing aging and unscreened facility; and assisting Meridian Farms Water Company with construction of an additional screened facility as part of its Phase II project. In addition, a large scale high-priority project currently under construction includes the fish screens and pumping plant at the Red Bluff Diversion Dam. Finally, fishery restoration goals and river channel habitat improvements on the Trinity

River and actions in the Trinity River basin are guided by the Trinity River Restoration Record of Decision.

In 2009, Interior publicly released the CVPIA Program Activity Review Report (CPAR) which outlines broad performance goals for all activities, some of which have end-points and some of which are annual in nature. These measures are reported annually in: budget requests, annual work plans, Annual Accomplishment Reports to Congress, and at public meetings. The Program has worked with the Office of Management and Budget on more specific goals which have been refined over the years and are currently included in Interior's Annual Performance Plan and Report.

The San Joaquin River Restoration Program (SJRRP) implements a Settlement reached by the Settling Parties in 2006 that included clear commitments, actions, schedule, and involvement with the settling parties and downstream water and land interests (referred to as third parties). The actions in the Settlement represented milestones to achieving the two co-equal goals of restoring and maintaining fish populations in "good condition" in the main stem of the San Joaquin River below Friant Dam to the Merced River confluence, including naturally reproducing and self-sustaining populations of salmon and other fish, while reducing or avoiding adverse water supply impacts to all of the Friant Division long-term contractors that may result from the restoration flows. The San Joaquin River Restoration Settlement Act was enacted in 2009, in which Congress authorized Federal participation in implementation of the Settlement. The Settlement contained a very optimistic schedule under the best of circumstances and all parties involved in implementing the SJRRP recognized the need to develop a more realistic schedule and budget based on current knowledge and conditions. In 2011, Reclamation began working with the parties to the Settlement and the other State and Federal agencies implementing the Program to revise and prioritize the schedule for implementation with a clear, updated plan with measurable goals, a realistic cost estimate, and a defined endpoint. The effort should be completed in the next couple of months.

The Lower Colorado Region Multi-Species Conservation Program (LCR MSCP) works toward the recovery of species currently listed under the Endangered Species Act (ESA). The program also reduces the likelihood of additional species listings. Implemented over a 50-year period, the program accommodates current water diversions and power production, and will optimize opportunities for future water and power development by providing ESA compliance through the implementation of a Habitat Conservation Plan (HCP).

The Bureau of Reclamation, as implementing agency, has worked closely with the LCR MSCP Steering Committee to implement conservation measures outlined in the HCP. This plan calls for over 1.2 million native fish to augment existing populations.

The LCR MSCP planning area begins at the upstream end of Lake Mead and ends at the Southerly International Boundary with Mexico south of Yuma, Arizona. This area is the historic floodplain for the lower Colorado River, defined as all lands that are or have been affected by the meandering or regulated flows of the Colorado River.

Reclamation is responsible for implementing the HCP which divides the planning area into seven discrete reaches. The HCP specifies conservation measures for 26 covered species and five evaluation species. Evaluation species are those that require additional information before being added to the covered species list. Covered species are species that are listed or are candidates for listing under the ESA and species that are protected or listed as sensitive by Arizona, California, or Nevada that could be affected by covered activities. Species covered under the LCR MSCP include four fish, twelve birds, four mammals, two reptiles, one amphibian, one insect and two plants.

The HCP describes general and species-specific conservation measures to be accomplished to conserve covered species and their habitats. Major components of the HCP include native fish population augmentation, species research, species and ecosystem monitoring, conservation area development through the creation of new habitat, protection of existing habitat, and adaptive management. While Reclamation is the lead agency in implementing the program, many individual projects are accomplished through partnerships, especially with state wildlife agencies and other federal land management agencies.

The maintenance of existing habitat, the development of new habitats, and the management of these newly created habitats are key components of the LCR MSCP. By creating and maintaining habitat, species native to the Colorado River may continue to thrive in increasing numbers. This reduces the likelihood of river management actions resulting in adverse effects to additional species and requiring ESA protection. Additional species will also benefit from the HCP activities, including migratory birds, shorebirds, waterfowl, mammals, reptiles, amphibians, fish, and native plants. These efforts not only benefit fish, wildlife, and native plants, they also enhance local communities by providing areas for recreation uses that are compatible with the goals of the program.

Conservation area development and management is ahead of schedule and post-development monitoring is indicating success through the presence of many wildlife and fish species. Moving forward, it is important to remember that not all conservation areas are the same and each restoration approach must be tailored to fit the resources available and the needs of the project. LCR MSCP is constantly seeking new restoration techniques to apply, sharing lessons learned with others, and strengthening existing partnerships while developing new ones.

The Platte River Recovery Implementation Program (Program) has a clear plan with appropriate milestones, realistic cost estimates, and a clearly defined endpoint to the first increment.

The first increment of the Program, which is thirteen years, is structured to implement the Integrated Monitoring & Research Plan (IMRP). The purpose of the IMRP is to test the Program's priority hypotheses related to the effects of the Program's actions on the four target species. The success of the Program in the first increment is measured by attaining the goals defined in the Program's Milestones Document. By achieving the Program's milestones, ESA compliance is maintained for existing and certain new water related projects in the Platte River basin, including Reclamation's projects on the North and South Platte Rivers. The Program's first increment has a total estimated cost of $317 million (in 2005 dollars), of which $157 million is being provided by the Department of the Interior through the Bureau of Reclamation, with the remaining $160 million being provided through cash and cash equivalents by the states of Colorado, Nebraska, and Wyoming. The first increment of the Program is scheduled to end on December 31, 2019, and the Secretary of the Interior's authority to implement the first increment of the Program sunsets on September 30, 2020.

For the Upper Colorado and San Juan River Recovery Implementation Programs, the following metrics are in place and are updated on a regular basis. They include: 1) Recovery Goals for all four fish species with minimum required populations and other habitat requirements for down listing and de-listing, 2) Recovery Action Plans which list activities required to achieve recovery of the species along with schedules for implementing the actions, 3) cost loaded schedules for implementing capital construction facilities, and 4) authorizing legislation with cost ceiling, reporting requirements, and end-dates.

Chairman Frelinghuysen. If you do have these plans, have you had any independent verification of the adequacy of these plans – by GAO or an independent peer review or anyone like that?

Mr. Connor. Even though the BDCP is still under development, the National Academy of Sciences and the California Delta Stewardship Council's Delta Science Program has reviewed and provided input on the draft BDCP documents.

The CVPIA program underwent two independent reviews in 2008 and 2009, one for Central Valley anadromous fish restoration activities and one for wildlife refuge water supply activities. Both review panels provided valuable input that is being used to refine the processes for planning and implementing CVPIA fish and wildlife restoration activities.

As described above, the revised plan for the SJRRP is currently in development with the parties to the Settlement. Once it has been completed, Reclamation will share it with the third parties for their feedback, followed by the public, and seek independent review of the document.

The recovery goals for the Upper Colorado and San Juan River Recovery Implementation Programs are peer reviewed by independent scientific experts. Construction of capital projects are subjected to the Value Engineering review process.

Subcommittee. Please provide an estimated completion date for the Central Valley Project Restoration, California Bay Delta Restoration, San Joaquin River Restoration, Klamath Basin Restoration, and Columbia River Salmon Ecosystem Restoration programs based on two scenarios: a) historic levels of funding; and b) optimum or capability-level funding.

Mr. Connor. Reclamation can provide the following information on estimated completion dates for each of the projects.

The Central Valley Project Restoration does not have an established completion date as yet since several of its key activities such as refuge water supply activities are annual in nature and will continue to be ongoing.

The California Bay-Delta Restoration program has an estimated completion date of FY 2013 for the Bay Delta Conservation Plan final Environmental Impact Statement Report. The California Bay-Delta authorization for appropriations will expire on September 30, 2014. The Science and Storage studies will continue to be ongoing.

The San Joaquin River Restoration program is not expected to be completed until FY 2025 under both the historic level of funding and an optimal level of funding.

Reclamation will not be able to provide a timeline for completion of the Klamath Basin Restoration program until after the Klamath Basin Restoration Agreement is authorized.

The Columbia and Snake River Salmon Recovery program funds ongoing mitigation and restoration efforts defined and required by the 2008/2010 Federal Columbia River Power System Biological Opinion. These activities are required to be implemented or completed by 2018. However, the Biological Opinion (BiOp) is being litigated and Reclamation is currently under court order to continue implementation of mitigation/restoration actions with a new or supplemental BiOp to be prepared by January 1, 2014. It is not known for certain how our mitigation/restoration commitments will change with the 2014 BiOp but it is highly unlikely that they will decrease for the foreseeable future.

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